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PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS.
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
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FINE QUALITY—LONG WEARING—PERFECT FITTING.
IN EVERY WAY SATISFACTORY.

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MEN'S WEAR SPECIALISTS.
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THE SINCERE CO., LTD.

WHITEAWAY'S

HAVE JUST RECEIVED
A
LARGE
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THE POPULAR
BRITISH SHOE.

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We can supply these
Shoes in Black or Brown,
Various Shapes and all
Widths. Also in Erogue.

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WHITEAWAY,
LAIDLAW & CO., LTD.
SPECIAL AGENTS FOR "SAXONE"
HONGKONG.

COMPANY MEETINGS. UNION INSURANCE SOCIETY OF CANTON.

An extraordinary general meeting of the Union Insurance Society of Canton was held at the Company's offices, yesterday morning. Mr. W. L. Pattenden presiding. There were also present: the Hon. Mr. A. O. Lang, Mr. G. M. Dodwell, Mr. G. M. Young (directors), the Hon. Mr. Montague Ede (general manager), and the following shareholders:—Messrs. H. B. L. Dowbiggin, P. Lauder, L. F. Townsend, A. H. K. Cobb, R. A. Dastur, J. W. Alabaster, W. R. Mansfield, V. R. V. Ribeiro, V. L. Remedios and A. C. Hay.

The General Manager read the notice convening the meeting.

The Chairman said:—Gentlemen.—You will recollect that on the 15th August last the resolution you have just heard read was at an extraordinary general meeting of shareholders of the Society unanimously passed and this meeting has been convened for the purpose of confirming, if thought fit, that resolution as a special resolution. I therefore propose that the following resolution be so confirmed:—

"That the new Articles already approved by the meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Society to the exclusion of and in substitution for all the existing Articles thereof."

If somebody will second that I shall be pleased to answer any questions to the best of my ability.

The motion was seconded by Mr. R. A. Dastur, and carried unanimously.

This concluded the business of the meeting.

THE CHINA FIRE INSURANCE CO., LTD.

An extraordinary general meeting of the China Fire Insurance Co., Ltd., was held at the Company's offices, yesterday morning. Mr. W. L. Pattenden presiding. There were also present: the Hon. Mr. A. O. Lang, Mr. G. M. Dodwell (directors), Mr. Montague Ede (general manager), and the following shareholders:—Messrs. L. F. Townsend, A. H. K. Cobb, J. W. Alabaster, W. R. Mansfield, V. R. V. Ribeiro, V. L. Remedios and A. C. Hay.

The General Manager, having read the notice convening the meeting.

The Chairman said:—Gentlemen.—At the extraordinary general meeting of the shareholders of the Company held on the 15th of last month, the resolution, you have just heard read, was unanimously passed and this meeting has been convened to confirm the resolution, if thought fit, as a special resolution. I therefore propose that the following resolution be so confirmed:—

"That the new Articles already approved by the meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

If somebody will second that I shall be pleased to answer any questions to the best of my ability.

The proposition was seconded by Mr. A. C. Hay and carried.

This was all the business before the meeting.

BRITISH TRADERS' INSURANCE CO., LTD.

An extraordinary general meeting of the British Traders' Insurance Co., Ltd., was held at the Company's offices, yesterday morning. Mr. W. L. Pattenden presiding. There were also present: the Hon. Mr. A. O. Lang, Mr. G. M. Dodwell, Mr. G. M. Young (directors), Mr. Montague Ede (general manager), and the following shareholders:—Messrs. L. F. Townsend, A. H. K. Cobb, J. W. Alabaster, W. R. Mansfield, V. R. V. Ribeiro, V. L. Remedios and A. C. Hay.

The General Manager, having read the notice convening the meeting.

The Chairman said:—Gentlemen.—At the extraordinary general meeting of the shareholders of the Company held on the 15th of last month the resolution you have just heard read was unanimously passed and this meeting has been convened to confirm the resolution, if thought fit, as a special resolution. I therefore propose that the following resolution be so confirmed:—

"That the new Articles already approved by the meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

If somebody will second that I shall be pleased to answer any questions to the best of my ability.

The motion was seconded by Mr. A. H. Cobb and carried.

This concluded the business before the meeting.

AN INDIAN GUARD REFUSES DUTY.

SAYS WORK TOO HARD FOR HIM.

An Indian, named Abdulah Khan, was charged before Mr. Hamilton, at the Magistracy, yesterday, with having refused to do duty after having entered upon a contract with the Police as a shore guard at the Asiatic Petroleum Co.'s North Point installation.

The Captain Superintendent of Police (Mr. E. D. Wolfe) prosecuted and said that following a request by the A.P.C. who left the engagement of their watchman in the hands of the police, defendant was engaged by Sub-Inspector W. Shannon, in charge of the shore guards, and ordered for duty at the North Point installation. He was warned at 9.30 p.m. on the 1st inst., to take up his post at midnight the same night, but did not do so. On the following day he turned up at the Guards' Office and said that he could not fulfil the agreement as the work was too hard for him. The defendant was not engaged under a written contract but under a verbal one. His name was entered on the register and he was allotted a disc No. 493. The usual month's notice should have been given by the defendant.

Evidence as to entering into the verbal contract was given by Sub-Inspector Shannon and Sergeant-Major Fazil Ahmed, who said the defendant accepted the post and took away the disc No. 493.

The defendant denied that he had entered into any contract, but was unable to bring any witnesses in support of this.

The Magistrate imposed a fine of \$25 with the alternative of one month's imprisonment with hard labour.

Mr. Wolfe said he would have liked the Magistrate to have taken a serious view of the case. It was very important that the guards at the installation should do their duty; if they did not coolies were apt to roam over the premises smoking and very serious damage could be caused if there was a leakage in the oil tanks.

The Magistrate thought the fine he had imposed would meet the case. His word ship also drew attention to the form of contract used in engaging the guards and suggested the use of a printed form. A verbal contract presented a number of difficulties. Fortunately in this case the evidence for the prosecution was quite clear.

Mr. Wolfe said that new legislation had been proposed but in view of the departure of H.E. the Governor it had been suspended for the present. He would, however, have a form drawn up stating the terms of service.

MAGISTRATE REPRIMANDS A PAWNBROKER.

ACCEPTS EUROPEAN'S WATCH FROM A HOUSE-COOLIE.

A house-coolie was charged before Mr. Lindsell, at the Magistracy, yesterday morning, with the theft of a gold watch from his master, Mr. O. Stutz, of Kowloon.

Sub-Inspector Shannon said that on receipt of the report of the disappearance of the watch he searched the servants' quarters and discovered a pawnbroker amongst the coolie's possessions. He was thus enabled to trace the watch.

The pawnbroker was present in Court and was brought before Mr. Lindsell. He received a sharp reprimand for failing to make proper enquiries before taking the watch into pawn. The Magistrate warned the pawnbroker that a repetition of such negligence would lead to the cancellation of his licence. He ordered the watch to be returned to Mr. Stutz without payment.

THE SWATOW TYPHOON DISASTER.

HONGKONG GOVERNMENT GIVES A FURTHER \$50,000.

The Colonial Secretary informs us that the Government of Hongkong has made arrangements to send a further \$50,000 to Swatow for relief purposes.

The Government's previous donation was \$10,000 and 50 tons of rice and other supplies.

"WESTERN BLOOD."

The cast in this five-reel photoplay, now being screened at the World Theatre, is as follows:—Tex Wilson, Tom Mix, Roberta Stephens, Victoria Ford, Col. Stevens, Frank Clark, Wallace Payton, Barney Furey, and Juan Pay Christman. Tex Wilson, owner of a ranch in New Mexico, is supplying the Government with horses. On his way to Los Angeles he sees a runaway horse galloping after it, and lifts the rider, a girl, from the saddle of the frightened animal. She is annoyed because he did not allow her to master the animal. However, she shows she likes the spirit of Tex, and she invites him to a party at her home, where Tex finds he is the only man without a dress suit. He overcomes this difficulty by forcing a guest who had laughed at him to change clothes with him. Tex, back on the ranch, gives a party himself and has all the cowboys in dress suits, despite their objections. Enemies of U.S. cause the ranch to be raided and Roberta is carried off. Tex follows her across the border and finally effects her rescue.

PRISONER DIES IN GAOL.

CORONER'S INQUEST.

The system of dealing with prisoners reporting sick in Victoria Gaol was investigated at a death inquiry, yesterday afternoon, at the Magistracy, when the Coroner (Mr. Lindsell) and a Jury composed of Mr. H. P. Lamarche (foreman), Mr. Ng Kwok Ling and Mr. H. O. Maren held the usual inquiry into the death of a prisoner named Lee Ying, who died early the same morning in gaol.

From the evidence given it appeared that the man reported sick on Saturday and was admitted into hospital. He was not seen by the Gaol Medical Officer (Dr. E. A. Esler) until Monday morning, when he was found to be suffering from pneumonia. The man was seriously ill, but not dangerously ill. On the following morning Dr. Esler received an urgent telephone message at 8.25 o'clock that the man's condition appeared to be worse. When he arrived, at 8.45 o'clock, the man was already dead. Death was due to heart failure caused by pneumonia, which supervened on tuberculosis of the lungs. Dr. Esler added that, judging from the man's appearance, it would be very difficult for an amateur to say that the man was seriously ill.

Asked by the Coroner if it was possible for a prisoner to be admitted to hospital without previous reference to him, Dr. Esler said it was; if the man reported sick after his usual inspection he was admitted and would be seen by the Doctor on the following morning. If the man was seriously ill he (the Doctor) was telephoned for at once. In this case he was not notified that the man had been admitted to hospital.

The Coroner, from the condition of this man's illness do you imagine that his life would have been saved if you had been sent for earlier?—I do not think he would have benefited by any other treatment; the man's lungs were badly affected.

Not if you had taken up the case 48 hours earlier?—No, I do not think so.

The European hospital warder said that his instructions were not to send for the Doctor unless a patient's temperature was above 104 degrees. In this particular case the man's temperature never rose above 102 degrees. The deceased complained of headache and fever and the warder did not realise that the man was seriously ill. When the witness relieved the Indian warder on night duty at 8.25 a.m., on Tuesday, he found the man's condition much worse. He at once sent for the Doctor. A few minutes later the man died whilst he was being given some brandy.

The Foreman of the Jury asked in view of the man's low temperature, whether, in the Doctor's opinion, the warder had acted in good judgment.

Dr. Esler, recalled, said that so far as he was concerned he had not issued instructions to the hospital warder that he was not to be sent for until a patient's temperature registered 104 degrees. He had instructed the warder to send for him at once if a man appeared to be seriously ill. He had no reason to think that in this case the warder could have realised the man was seriously ill.

In summing up the Coroner said the actual cause of death was clear enough. If the jury was not satisfied with the conditions prevailing in the gaol hospital they were at liberty to make any comments they so desired.

Without retiring, the Jury returned a verdict of "death in accordance with the medical evidence," and added a rider that in view of the man's low temperature the hospital warder had no reason to suspect the deceased's condition was so serious.

The deceased man was admitted to gaol on August 22nd to undergo six months' hard labour for assisting in an attempt to kidnap a *miss-lai* from her mistress at Sham Shui Po.

IF YOU WEAR GLASSES

There is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes—for they fit so comfortably and securely that you forget you have them on—the most important improvement in eye-glasses in the past twenty-five years. Pince-nez Eye Glasses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central.—Adv.

ST. JOHN'S CATHEDRAL.

MONDAY.

SEPT. 11th.

AT

9.15 P.M.

ORGAN RECITAL

Vocalist:

Mr. A. P. GLANVILLE.

[1451]

BREWER & CO.

ARE SELLING

A FINE SELECTION OF

WATERMAN'S

FOUNTAIN PENS

AT

\$5.00 EACH.

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THE ABLE INDIAN PHYSICIAN

FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz., Cold, Catarrh, Headache, Hemorrhoids, Erysipelas, Giddiness, Toothache, Raining of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE

the above diseases in less than

TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of my medicine.

The medicine is my own preparation.

Consulting charge ... \$3.00

Visiting Fee ... 5.00

Consulting hours 9 A.M. to 12 Noon,

3 P.M. to 6 P.M.

J. B. LAL.

c/o KING EDWARD HOTEL,

Room No. 43.

[1885]

MRS. HAN INOKUCHI.

TELEPHONE K 754.

No. 31, ASHLEY ROAD, KOWLOON.

Back of Star Theatre.

CERTIFICATED EXPERT MASSAGE

(HAND AND ELECTRIC),

ALSO AT

PATIENT'S RESIDENCE BY ARRANGEMENT.

[1187]

DAIRY FARM NEWS.

FISH.

Just landed, direct from the Scottish Fisheries.

FILLETS ... 65 cents per lb.

HADDOCKS ... 60 "

KIPPERS ... 50 "

LATEST TABLE DELICACY.

SQUAB-CHICKEN

(DRI PLUCKED) ... \$1.00 per Each.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for:

Boxes QV, RF, RU, RW, TH, TU.

TO BE LET.—GODOWN.—Spacious Two-storied Godown, situated on the Praya near Bowrington Quay and containing approximately 5,000 square feet on each floor. To be let to the end of the year.—Apply Z. office of this paper. [234]

TO LET from 1st October.—Friston Cottage, May Road. Furniture can be taken over if desired. Apply—Chapman & Co. Lane, Crawford, Ltd. [235]

TO LET.—A Four-roomed Flat. Possession from 1st November. Apply A. S. Watson & Co., Ltd., Hongkong. [233]

TO LET.—NEW EUROPEAN FLATS. Nos. 11, 13 and 14 on Onan Building, Coronation Road, Mongkok. Apply to Mr. T. K. Kwai Sane of No. 53, Causeway Road. Phone No. 317. [231]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 3 storied brick and concrete building suitable for office and godown. Further details apply [232]

W. G. HUMPHREYS & Co

RENTS ORDINANCE TEST CASE.

LANDLORD'S CLAIM FOR HIGHER RENT FOR A RE-BUILT HOUSE.
STATUS OF THE TENANT MUST BE PRESERVED.

The Puisse Judge (Mr. J. R. Wood) gave judgment, yesterday afternoon, in the Rents Ordinance case heard recently which turned on the landlord's right to turn out a tenant who refused to pay a higher rent for a re-built house. Judgment was given for the tenants. The circumstances of the case are fully set out in the judgment and in view of the interest of the matters at issue the decision of the Court is given in full.

THE JUDGMENT.

The Puisse Judge, in his judgment, said:—

The plaintiff is the owner of house No. 25, Centre Street. The defendant is in occupation of the second floor of this house. The plaintiff claims an order for possession of the second floor under the Rents Ordinance, 1922 (Ordinance 14 of 1922).

On the 11th January last, the defendant was the tenant in actual occupation of the second floor. He was a monthly tenant of the plaintiff under a verbal agreement, lunar months being adopted for calculation of the tenancy period. The standard rent payable in respect of his tenancy was \$35 per month.

In September, 1921, a notice issued by the Building Authority under the provisions of section 201 of the Public Health and Buildings Ordinance, 1909 (Ord. 1 of 1909) was served upon the plaintiff. By this notice the building was declared dangerous to such an extent that partial demolition had become necessary. The plaintiff was ordered to take down the whole of the flank wall, and portions of the front, cross, and rear walls.

Apart from shoring and preparation of architect's plans, the plaintiff took no steps to comply with this notice until the 11th January. He then served on the defendant a notice to quit immediately, in order that the instructions of the Building Authority might be carried out. The defendant vacated the premises in accordance with this notice. He made no protest of any kind, nor did he reserve expressly any rights under his tenancy. The premises were then in part pulled down and reconstructed by the plaintiff.

On the 18th May a certificate was issued by the Building Authority under section 201 of the Public Health and Buildings Ordinance, 1909, that the premises, which had now become a new building, within the meaning of the Ordinance, had been built in compliance with the provisions of that Ordinance. The house, therefore, was on that date ready for occupation.

The plaintiff still proposed to let the second floor as a separate domestic tenement. On the 17th May the plaintiff and the defendant made a verbal agreement for a monthly tenancy, again adopting lunar months, of this domestic tenement, at a rental of \$35 per month.

The first month's rent was paid in advance under this agreement. The defendant occupied the floor, again, with the plaintiff's consent. Subsequently the defendant claimed that the standard rent payable in January last still attached to the domestic tenement. For the second month he tendered that amount (with a voluntary addition calculated in accordance with section 14 of the Rents Ordinance, 1922).

A FRIENDLY TEST CASE.

The present action is brought to test the legal validity of the defendant's contention. It is a friendly action and is, as I am informed, a test action for other parties.

In the first place, it seems to me immaterial to enquire whether the first tenancy of the defendant terminated or survived on the 11th January. It is admitted that, on the date of the issue of the present writ, he was not a trespasser. He was then a tenant in actual occupation, having commenced his tenancy with the consent of the plaintiff, and as such may claim to retain possession of the domestic tenement in due payment of the appropriate rent.

In a recent case in England (*Schmitt v. The City of London*, [1922] 2 K.B. at p. 64) which was concerned with the "Increase of Rent and Mortgage Interest (Restrictions) Act, 1920," (10 and 11 George V. c. 17, section 3 sub-sections 1 and 2), the principle has been again affirmed that the standard rent attaches to premises although the tenant in actual occupation may change. The judgment of the Divisional Court, read by Action J., stated "It is now settled by authority that the standard rent is a rent stereotyped for the premises to which the Act has application. The Act operates in rem and not in personam." This remark is equally true in relation to the local Ordinance.

IS IT A "NEW" BUILDING?

The plaintiff contends that the alterations have changed the building completely, out of all recognition, with the result that under the Ordinance the domestic tenement now occupied by the defendant should be classified as new and in no way identified with the tenement occupied by the same party in January last. If this contention is accepted, then the standard rent of the domestic tenement is that provided for in the first letting after the issue of the Building Authority's certificate in May last, namely, \$30 per month. On this basis the defendant has made default in the payment of the appropriate rent and the order for possession should be made against him.

The plaintiff relies on *Phillips v. Barnett*, [1922], 126 L.T. 173. In that case the owner of three dwelling houses, contiguous to each other, had made extensive alterations and enlargements with a view to converting the houses into a factory. After the alterations were completed the premises were demised as a factory to a new tenant at the annual rent of £700, the first six months' rent (£210) being paid in advance. This action was brought by the new tenants under section 14, sub-section 1, of the "Increase of Rent and Mortgage Interest (Restrictions) Act, 1920," to recover from the owner the difference between the rent paid by them and the standard rent formerly paid by the previous tenants in respect of the three houses. It was held by the Court of Appeal that the Statute did not apply to the building as reconstructed, on the ground that the identity of the old houses could no longer be established after they were converted into a factory. The letting to the plaintiff was, therefore, the first letting of a new building, and the rent payable under the new lease, £700 per annum, was the standard rent, and also above the limit of the Act.

EXTENT OF THE RECONSTRUCTION.

I will here set out the facts which show the nature of the reconstruction undertaken in these premises. The work done cost \$4,200, a sum almost sufficient to build entirely a Chinese tenement-house of this character. The rear wall, the flank wall and the interior wall were removed and re-erected. The foundations were carried down deeper than the original foundations. About nine feet was cut off from the back of the house to provide open space in accordance with the requirements of the Public Health and Buildings Ordinance, 1909. A cock-loft, itself capable of becoming a domestic tenement, was added to the third floor. More than half of the roof was removed and replaced. The kitchens were placed in different positions. The position of the staircase was altered. On the other hand, the building remained the same height, followed the same line of frontage and the same site boundaries. The front wall facing the street remained as it was. The angle of the roof was unchanged. The party wall dividing the house from the next house was unaffected. The premises are still numbered as before and are still let out by floors for domestic occupation.

In deciding this matter I shall be guided by the judgment of the Divisional Court in *Woodward v. Samuels*, [1920], 80 L.J. K.B. 689. In that case a dwelling house, once occupied as a whole, was later divided into three flats which were separately let. The action was brought under the "Increase of Rent and Mortgage Interest (War Restrictions) Act, 1915," (5 and 6 George V. c. 87), section 2 sub-sections 1, 2 and 3. The plaintiff, a new tenant of one of the flats, claimed an apportionment of the standard rent of the whole house to determine the rent payable for his flat. The plaintiff succeeded in the County Court and again on appeal in the Divisional Court. In giving judgment in the Divisional Court, Sankey J. said: "It is not immaterial to see the nature of the work that is carried out. Water was laid on to all three floors, and sinks and gas cookers were installed on each floor." In deciding that the rent of the undivided dwelling house must be apportioned, he said, "To hold otherwise would lead to very strange results. One of the results of holding otherwise would be that the landlord might retain one or two rooms of the house for his own use and let off the remainder as a separate dwelling at a greatly increased rent, although he would be unable by reason of the Act to increase the rent of the whole house."

The later consolidating and amending statute, "The Increase of Rent and Mortgage Interest (Restrictions) Act, 1920," in section 12, sub-section 9, provides as follows:— "This Act shall not apply to any dwelling house . . . reconstructed by way of conversion into two or more separate and self-contained flats or tenements."

The local Ordinance contains no provision parallel to this amendment in the English law.

TO PRESERVE THE STATUS OF THE TENANT.

It is unnecessary to emphasize the difficulty of finding a principle to cover all cases. In general the Court will lean to the view which gives effect to the intention of the Ordinance to preserve the status of the tenant.

In the present case, however, extensive reconstruction may have been, the premises have continued to be of the same type, and are still designed for use as formerly, for domestic purposes, by a separate letting of each floor, in accordance with local custom. This domestic tenement, though improved, has not lost its identity in any way. For this reason, in my opinion, the circumstances of this case have more in common with those in *Woodward v. Samuels* than with the facts in *Phillips v. Barnett*.

The Ordinance has protected the interests of the lessor in two ways. He may claim under section 14, an increase of rent beyond the standard rent, by an annual sum equal to 8 per cent on the amount (above \$500) expended by him on additions or improvements. Under section 24, he may apply on the ground of exceptional circumstances to the Governor in Council for an order excluding his property from the operation of the Ordinance.

I find, therefore, for the defendant. He has tendered the standard rent payable in respect of this domestic tenement. The plaintiff is not entitled to the order for possession which he has claimed.

Mr. Vaux (for the defendant) asked for costs and the application was granted. Mr. F. E. Nash was solicitor for the landlord.

THE NULLAH.

[BY ITS NEIGHBOUR.]

I do not need to study the daily rainfall or speculate on the level of our reservoirs. Past my study window there flows a nullah, and ten years' hard experience enables me to gauge these matters with fair accuracy from the baneful activity of this agency of torment. Its persistent noise would get on the nerves of a rhinoceros, and prepare the loss toughly constituted of creation for Bedlam. If only it would stop for ten seconds sometime, but it won't! With the insistence of fate it tears along, and in time will undoubtedly wear a channel through to the centre of the earth. Until last week's rains we have been able to hear ourselves speak on the verandah this sea-sound, and had been congratulating ourselves on the unusual circumstance. I know it is wrong to grieve, but, like other forbidden amusements, it is pleasant, and not even the prospect of stopping the water, queues shall prevent my having one back at our nullah.

Just for a little it sounds nice and rustic. A recent lady caller remarked that it made her think of the river Spey running past her old home. But presently she began to fidget, and before long the happy mood of recollection gave way to feelings which no lady would, and few could, express in language.

In the driest times we get a trickle, but what our nullah can do when it really means to take it out of you must be seen to be believed. Lately, which I have seen, is nothing to it; Niagara, which I have not seen, cannot at any rate be so spiteful, for I understand Niagara roars, whereas our nullah screams. The shriek is diversified by the descent of an occasional rock, battered against the sides and bottom of the gully, with an effect which no one but a member of the E.A.S.M.A. is competent to describe. As for volume, no instrument can be capable of registering that, but it is obvious to the most cursory glance that on a gala day enough broken water runs to waste to flood Tsim Sha Tsui in ten minutes.

Why talk about boring wells, why contemplate heroic schemes for supplying the Colony from the slopes of Tai Mo Shan? All that is necessary is to impound our nullah, and there will be abundance for milk adulteration, lawn watering, ship supplying and all the other purposes about which so much ado is made.

But our nullah will never be impounded. It resents interference and is in league with the powers that be to prevent it. You will find that out if you ask them to interfere, as I did in a forgotten hour after years of endurance. I fondly hoped to catch the P.W.D. in a softened mood, and wrote them—oh so nicely!—suggesting that perhaps the Department might care to earn undying gratitude by culverting the thing. According to ancient photographs this house must be the eldest ratepayer on the now populous hillside, but its plea was rejected on the ground of expense.

When lakhs are needed for the training of Chinese at the University, and other far-reaching purposes, it was foolish to dream that a few dollars could be spared for the comfort of British residents. I limit the folly, and quite agree with the Highest Authority that the request was ridiculous. I quote the characterisation, not from the formal reply transmitted to me, but from the much more human annotation scribbled on the margin of the dossier by an august pen. According to this document, the writer, was reminded of the man who went to the country and complained he could not sleep at night for "those damned nightingales." It is delightful to find that the great ones who run the Empire can retail chestnuts, and even cuss, like common men.

One had no idea, by the way, that such excited attention would be given to so small a matter, but it appears to be required of it here to condescend to things which are lowly. However, an Authority even longer established had to do with our nullah. The Adversary himself put a finger in the pie, and suggested to the contractor to insert a 12-inch step in its course exactly where the augmented up-river would give most annoyance:—

"A dirty trick,
And worthy of Old Nick."

To be sure it is gratifying in a way that O.N. thinks our district worth his notice. Also I feel wonderfully bucked to think that by merely writing a civil letter I can set going one of the little pleasantries which relieve the tedium of official life. As for O.N., if his alleged carryings on in Kerk Alloway are authentic he must be of those who enjoy a din. But I am pretty sure that if our nullah ran close past the windows of a Government department it would do so underground.

Further, I hold that the man who complained of the nightingales need have been neither a fool nor a Philistine—though he would have been a fool, as I was, to send his plaint to a Government department.

In the West of England the nightingale does not appear, being frightened thence, as all men know, by the superior sweetness of the voices of the inhabitants. I have seen citizens of Torquay filling the late evening train to go and listen to a nightingale.

(Continued at foot of next col. v.v.)

HONGKONG HORTICULTURAL SOCIETY.

IMPROVEMENT OF HORTICULTURE IN THE COLONY.

Attention was called by the President (Mr. H. B. L. Dowbiggin) at the annual meeting of the Hongkong Horticultural Society, last evening, to the improvement in horticulture accomplished in Hongkong through the Society's efforts. Those present at the meeting, included Miss Wallace, Mrs. Aubrey, Mr. W. L. Pattenden, Mr. J. Owen Hughes, Mr. E. F. Aucott, Mr. E. L. Sim, Mr. J. P. Robinson, Mr. E. A. Ram, Mr. H. Hancock, Mr. E. D. C. Hornell and Mr. P. A. Dixon (hon. secretary).

The CHAIRMAN expressed regret to members that the Committee's Report had been issued so late. The President, hon. treasurer and hon. secretary, and half the Committee, went on leave or left the Colony just after the last exhibition, and difficulty was experienced in finding members to undertake the duties of hon. treasurer and hon. secretary. The Committee thanked Mr. N. L. Watson and Mr. P. A. Dixon for so kindly taking over these positions at short notice. Thanks were also due to Mr. A. E. Eagle for auditing the accounts.

The report of the Society's activities, as drawn up by Mr. Gibbs before he left, spoke for itself. A few items of the accounts required explanation. Printing an advertising, at \$38.15, showed a large increase. A considerable portion of this sum was incurred by publishing and issuing to all members the valuable papers on Rows and Dahlias by Mr. R. A. Nicholson. The Society had also printed and issued to members a list of such of Sutton's seeds as had been found to be a success in Hongkong, and it was hoped that these various publications would prove useful and lead to greater successes in members' gardens. The cost of erecting matchposts for the Show was again higher. The Show itself was run at a considerable loss, owing to the Strike, and gate receipts showed a big decline. The Committee was grateful to kind friends who gave generous donations to the prize fund and thereby helped very considerably.

The CHAIRMAN continued: "You will see that our membership rose to 205, which shows a steady increase but, though gratifying, the Committee feel the total should be much greater. I would impress on all members themselves to take more interest in the Society and do their best to enrol new members and encourage their friends to take an interest in their gardens. Old members are frequently leaving the Colony and we look to members to gather in new comers as they arrive and thereby sustain the Society in its endeavours to spread and encourage horticulture in Hongkong. If you consider for a moment you will be astonished at the numbers and varieties of plants and flowers that have been introduced by members and how, through these varieties being exhibited at our annual Shows, many other people have been encouraged to try and grow them."

Ten years ago, or a little more, no one attempted to grow sweet peas here. Mr. A. Nicol showed us to what excellence they can attain and now hardly one of us but does not have sweet peas in our gardens during the winter. Only as recently as 1916 did Mr. Ho Kom Tong send in a few pots of linaria to the annual Show and now it is a common variety with us. I have only to remind you of the pioneer work done in roses by Sir Paul Chater and Mr. R. A. Nicholson on lower levels, and Mr. T. E. Pearce on the Peak, to enable you to appreciate the progress that has resulted, in the last decade. These few instances that occur to me at the moment are sufficient I think to show what this Society has done and can continue to do towards the encouragement of horticulture in Hongkong."

I beg to move the adoption of the report and statement of accounts.

Mr. J. OWEN HUGHES seconded and the motion was carried.

Mr. W. L. PATTERDEN proposed a vote of thanks to the retiring officers, with special mention of Mr. Gibbs's services as hon. secretary. Mr. Gibbs had been associated with the Society since its inception and its success was largely due to his efforts.

Mr. H. HANCOCK seconded and the motion was carried with acclamation.

The appointment of Mr. H. B. L. Dowbiggin as President was confirmed, on the proposition of Mr. Robinson seconded by Mrs. Aubrey.

Mr. RAM proposed, and Mr. HORNELL seconded that Mr. E. F. Aucott be elected hon. treasurer. This was approved.

Mr. P. A. Dixon was elected hon. secretary, on the proposition of the CHAIRMAN, seconded by Mr. SIM.

The following were appointed to the Committee: Mrs. Aubrey, Miss Wallace, Mr. N. L. Watson, Mr. M. E. E. Airey, Mr. H. Green, Mr. H. Kom Tong, Mr. Thornton, Mr. E. B. C. Hornell and Mr. J. B. Robinson.

ingale which once took to haunting Brodley Woods at Newton Abbot. I have seen, pretty much the same in Japan, where a favourite excursion is to the resorts of cicadas. All most commendable, and an excellent excuse for keeping your best girl out beyond conventional hours, but few of us want these vocalisations "all through the night" and every night. Besides, to compare my nullah to a flock of nightingales, or even a swarm of cicadas! But even as I pen this good old grouse I glance from the window, and behold, stretched out on the parapet which bridges our holy terror, a chair coolie sound asleep. I am roused. Would that I had his nerves! Life in this Crown Colony would be less consciously under the obsession of the Everlasting No!

LANE, CRAWFORD, LTD.

MEN'S
DEPT.

SALE

ENDS THURSDAY, 7TH SEPT.

ZAMBRENE RAINCOATS \$40.00
DOUBLE TRIPLE PROOF CLOTHESWALK-OVER BOOTS \$7.50
BLACK, BROWN, WHITE TO \$15.ENGLISH LEATHER BELTS \$1.50
NON RUSTING BUCKLESPURE SILK SOCKS \$1.00
USUAL PRICE \$2.75 to \$5.00 & \$2.00COLOURED COTTON SOCKS 75 CTS.
& \$1.00SPECIAL REDUCTIONS IN
SHIRTS AND UNDERWEAR.

LANE, CRAWFORD, LTD.

SODA FOUNTAIN

CAFÉ WISEMAN.

SUNDAES, PUNCHES,

ICE CREAM SODAS,

ALL FLAVOURS

BEST SERVICE. HIGH QUALITY.
LOW PRICES.

LANE, CRAWFORD, LTD.

THE SHOP FOR

COLUMBIA GRAFONOLAS

COLUMBIA RECORDS

COLUMBIA ALBUMS

COLUMBIA NEEDLES

FIBRE NEEDLES AND CUTTERS.

ANDERSON'S

Powell Ltd.
TELEPHONE 3149.Glyn's Hand
made Hats
Old English makeWE ARE NOW SHOWING THE NEWEST
SHAPES IN SOFT FELTS, VELOURS, TWEED,
SINGLE AND DOUBLE TERAI. ETC.

INSPECTION INVITED

No. 10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

THE DIOCESAN GIRLS' SCHOOL.
KOWLOON.

THIS SCHOOL will RE-OPEN on TUESDAY, SEPTEMBER 12th, at 9 A.M.
Boards return on Monday, September 11th. [1455]

APOLOGY.

IN THE HIGH COURT OF JUSTICE.
KING'S BENCH DIVISION.

BRITISH NORTH BORNEO COMPANY
CHARLES SCHIBER'S SONS.

THE Defendants in the above proceedings having submitted to an Order and Injunction restraining them from further publishing and circulating copies of the book entitled "WHERE THE STRANGE TRIVIA GOES" by E. ALEXANDER POWELL, published by them in New York and London, on terms which include, among other things, payment of the costs of the Plaintiff Company of and incident to the proceedings and of advertising this notice, they desire to tender publicly to the Plaintiff Company their sincere apologies for the grossly libellous and untrue statements and criticisms contained in Chapters II and III of the book.

The Defendants, having had their attention called to the libels in question, are satisfied that there is no foundation for the defamatory statements complained of, which were published by them without adequate investigation, and they express their great regret that those statements should have been published in a book issued to the public by them, and they hereby unreservedly withdraw all imputations on the Plaintiff Company. [1454]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

FROM NEW YORK.

CONSIGNEES per Company's Steamer
"AJAX"

are hereby notified that the Cargo will be discharged into the Godowns, Kowloon, where it will be at the risk of the consignees, and subject to the terms and conditions of storage at the Godowns. The Cargo will be ready for delivery from Godown on and after 5th September.

Optional cargo will be landed, unless notice has been given prior to the arrival of the steamer, to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th Sept., or they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by BUTTERFIELD & SWIRE, Agents. [1456]

NOTICE TO CONSIGNEES.

The Steamer "PERSIA".
FROM TRIESTE, VENICE, BRINDISI,
PORT SAID, ADEN, PENANG
AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 5th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 21st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by BODWELL & CO. LTD., Agents. [1457]

BRITISH EMPIRE EXHIBITION,
WEMLEY PARK, LONDON.

APRIL—OCTOBER 1924.

BRITISH FIRMS in Hongkong desirous of exhibiting at the British Empire Exhibition are requested to communicate with the undersigned before the 18th inst. regarding their space requirements.

By Order,

D. K. BLAIR,
Secretary,
Hongkong General Chamber of Commerce.

Hongkong, 4th September, 1922. [1452]

TO-NIGHT AT
THE CORONET
ROGUES AND
ROMANCE.

KOWLOON THEATRE.

THE WOMAN
IN HIS HOUSE.

INTIMATIONS

THE HONGKONG ROPE MANUFACTURING CO. LTD.

AN INTERIM DIVIDEND of ONE DOLLAR (\$1.) per share for account 1922 will be payable on MONDAY, the 18th September, 1922. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from Saturday, 9th September to Monday the 18th September, 1922, both days inclusive.

SHEWAN, TOMES & CO.
General Managers.

HONGKONG CLUB.

NOTICE.

THE Second Yearly DRAWING of 20 DEBENTURES (1920 issue—\$500 each) of the Hongkong Club, Payable on SATURDAY, the 30th September, 1922, will be held in the Club House at 12 o'clock, A.M., on FRIDAY, the 8th September, 1922.

By Order,
A. H. ARBAS,
Secretary.

Hongkong, 28th August, 1922. [1416]

GREEN ISLAND CEMENT CO. LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty Cents (50 cents) per share has been declared for the half year ending 30th June, 1922.

Such Interim Dividend will be payable on and after MONDAY, the 11th September, at the office of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be CLOSED from the 30th August, 1922, until the 11th September, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.

S.S. "TUNGSHING"

STRANDED IN SWATOW HARBOR.

Messrs. JARDINE, MATHESON & CO. LTD., General Managers, INDO-CHINA STEAM NAVIGATION CO. LTD., HONGKONG, are prepared to receive TENDERS for the temporary repair, floating, and delivery of the above steamer for stores, apparel and tackle, about in the Harbour of Swatow, in a position for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above. [1404]

PARTICULARS

of
VALUABLE LEASEHOLD PROPERTY
Situations
No. 13, WING HING STREET,
VICTORIA, HONGKONG.
To be Sold by Order of the Mortgagee

PUBLIC AUCTION.

IN ONE LOT
On
MONDAY,
The 2nd Day of OCT., 1922, at 3 o'clock P.M.
By
Messrs. LAMBERT BROTHERS
At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages, erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a weaving lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease, then and together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Vaux Road Central,
and
Messrs. LAMBERT BROTHERS,
Auctioneers.

397

S.S. "TUNGSHING"

DRIVEN ASHORE AT SWATOW IN
TYPHOON WEATHER.

ON 2ND/3RD AUGUST, 1922.

CONSIGNEES of Cargo at the above vessel are informed that in consequence of General Average Expenses and/or Special Charges on cargo having been incurred, they will be required to sign an Average Bond at the Office of the Undersigned and to pay a deposit of 5% on the value of their cargo before delivery can be granted.

Cargo has been forwarded to Hongkong and Canton by S.S. "Yung" and "Exau".

JARDINE, MATHESON & CO. LTD.,
General Managers,
INDO-CHINA S.N. CO. LTD.,
HONGKONG, 4th September, 1922. [1453]

"ELLERMAN" LINE.

CONSIGNEE NOTICE.

FROM HAMBURG, ROTTERDAM
AND BREMEN.

THE Steamship

"CITY OF SYDNEY"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 9th September, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 16th September, 1922, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesday or Friday between the hours of 10.45 A.M. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE LTD.,
General Agents.

Hongkong, 2nd, September, 1922. [1448]

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 7th September, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 31st August, 1922. [1435]

S.S. "ANGKOR"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Marseilles in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong & Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 7th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th instant, or they will not be recognised.

All damaged packages will be examined by Messrs. Godard & Douglas, on Thursday, the 7th inst., at 10 A.M.

No Fire Insurance has been effected.

A. JOBARD,
Acty. Agent.

Hongkong, 1st September, 1922. [1428]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

The Steamship "BENROCH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 9th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD.,
Agents.

Hongkong, 2nd September, 1922. [1444]

VEREENIGDE NEDERLANDSCHE

SCHIEPVAART-MAATSCHAPPIJ

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN

(HOLLAND-EAST ASIA LINE)

NOTICE TO CONSIGNEES.

FROM HAMBURG, BREMEN,
AMSTERDAM, ROTTERDAM
AND GENOA.

THE Steamship

"GEMMA"

having arrived from the above ports, Consignees of cargo by her are notified that all goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 9th September, 1922, at 4 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 9th Sept. (Friday), at 10 A.M.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN,
General Agents.

Hongkong, 2nd September, 1922. [1445]

TERFAN'S

"KING'S OWN"

AND

SANDORIDE'S

"CLUB"

CIGARETTES.

Speak for themselves!

Call for free sample.

HONGKONG CIGAR STORE.

WHOLESALE AND RETAIL AGENTS.

[1458]

INTIMATION

Burnett's

celebrated

London

Dry Gin

unique in character and
flavour.

Gives that distinctive
excellence to a Cocktail.

Blends excellently with
Watson's Stone Ginger
Beer.

SOLE AGENTS:

A. S. WATSON &
CO., LTD.,

Wine & Spirit Merchants.

PHONE 616.

HONGKONG OFFICE: 10A, DES VOUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 6TH, 1922.

THE HOUSE SERVANTS'

"CHARACTER."

THE First Magistrate (MR. LINDSELL) is reported to have remarked the other day in a case of "harvey" by a house-keeper that "he could not understand how a man with such a bad record as the prisoner before him had could have been taken into service by Europeans." The house-keeper in question had been banished in 1914 for five years for a similar offence to that of which he had just been convicted. For our part we have no difficulty in understanding how such a man is able to get himself taken into service by Europeans. There is no registration of servants in Hongkong, such as exists in Colombo and in a few other places, we believe, and Hongkong is even without a "servants' registry" of any kind through which it might be possible to engage servants whose antecedents have been investigated by persons competent to undertake that duty. Efforts to supply this obvious need, but such enterprises have speedily languished through lack of public support. The fact of the matter is that this method of engaging servants does not answer in Hongkong, where the "old custom" is for the No. 1 to engage the other servants with whom he has to work or associate, and if the housekeeper attempts to interfere with this general practice we can be quite sure there will be a lack of harmony in the servants' quarters and constant changes will occur until the old customary method of engaging servants is adopted again. In these circumstances the European practically has to take whoever the No. 1, or the cook, or the amah produces. It is only in a very small percentage of cases that the applicant comes furnished with references to previous

employers, especially in the case of house-keepers, and it is not often we imagine that one servant is prepared to guarantee the honesty of another. Only too frequently it is to be feared, is the recommendation for service conditioned by the amount of "squeeze" the applicant is willing to pay, perhaps monthly so long as he remains in the service where his "good flag" has placed him. We should think it is not impossible to obtain some improvement in this respect, some guarantee at least that the servant is a person of good character. As everybody is aware, the domestic servants of the Colony, like every other class of labour, are an organised body. Strong objection exists apparently towards the idea of compulsory registration, in the same way as certificated engineers or the chair and jinnicksha coolies are registered, and the only alternative in the circumstances would appear to be for the Secretariat for Chinese Affairs to use its influence with the Servants' Guild to institute some system whereby in the employment of servants, the European householder might be protected from unwittingly engaging persons of bad character. By affording this protection to the employer the guild would at the same time be giving to its members a character which would be to them an asset of considerable importance. European residents generally would welcome an effort to secure some arrangement of this kind.

THE "EGYPT" ENQUIRY.

Every British subject residing in this part of the world will read with mixed feelings the findings of the Court of Inquiry which investigated the circumstances attending the recent disaster in which the P. & O. steamer *Egypt* was sunk and nearly a hundred persons lost their lives. There will be the natural feeling of regret that the officers of the ship have been found blameworthy for much loss of life, but at the same time the report inspires in the general reader a sense of satisfaction that the unsparing criticism of the failings of the officers must make for the greater security of the travelling public in the future on all ships that traverse the oceans. In the early accounts of this disaster the blame for much of this loss of life was attributed to the panicky behaviour of the Lascar members of the crew. While the findings of the Court confirm that there was panic among the non-European crew, blame for this is cast upon the responsible officers of the ship for failing to take the proper methods of saving life and exercising good discipline at the time of the collision, and failing also to make the crew efficient by the training which is obligatory on all passenger ships. The Court found also that there had been failure on the part of the owners through their officials and servants "to take proper and effective measures to ensure compliance with their regulations and to exact good discipline." This is quite the last thing one would have expected a Court of Inquiry to find regarding any ship of the P. & O. Fleet, and we are quite sure that the experience of most travellers by P. & O. steamers will enable them to conclude that in these respects there must have been a strange lapse from that standard of training and discipline which we have always heretofore associated with the P. & O. Company's Fleet. It would, we are convinced, be a great injustice to the Company to regard the failings revealed in the inquiry into the loss of the *Egypt* to be typical of the conditions prevailing on the ships of the Fleet generally. We can be quite sure that the findings of the Court will be made immediately effective so far as they relate to a stricter compliance with regulations, the exacting of good discipline, and in all other respects which make for the safety of passengers and crew in a time of disaster. The Court's findings are of a nature to interest all Shipping Companies and every officer of the British Mercantile Marine, and they are certain to have an instant influence for good in all quarters where there may be a tendency to laxity in training and discipline.

A Chinese woman, living at No. 483, Queen's Road West, had \$184 stolen from her cubicle on Monday night.

The world's largest armour-plate grinding machine has just been finished by a Sheffield firm for the Japanese Admiralty.

The Jury returned verdict of "guilty" in the murder trial at the Criminal Sessions yesterday, and the prisoner, indicted for murdering his father's concubine two years ago, was sentenced to death.

A London paper contains an announcement of the marriage by special licence, on June 24th, of Ellen Marguerite Gardiner, widow of the late Mr. J. H. Gardiner, solicitor, of Hongkong, to Alexander Carmichael of Glasgow.

Sir Laurence Guillemard, Governor of the Straits Settlements, and High Commissioner for the Federated Malay States, is returning to Singapore from Canada. He left London on August 3rd. Lady Guillemard will remain in England until November 1st.

Engineer-Commander John H. Hogben will join the *Tamar*, Hongkong, at an early date as assistant to the Chief Engineer. He comes from the Chatham Dockyard, where, since October, 1919, he has been first assistant to Capt. James Mountfield, manager of the Engineering Department.

Two privates of the King's (Liverpool) Regiment are reported as missing from the Regiment. They are Gilbert Moon and William Pearson. They have been absent from roll call since the 1st inst. and are believed to have deserted. The police have been asked to assist in tracing the missing men.

Lieut. Allan T. G. Peachey has been appointed flag lieutenant of the *Hankins*, flagship of the Commander-in-Chief of the China Station, from September 10th. Lieut. Peachey was appointed a midshipman in 1915, and reached his present rank in March, 1919. He saw a good deal of hard work in the war, and was wrecked once. He was latterly with the *Victory* staff, at Portsmouth.

The Chinese Minister at Washington, Dr. Alfred Sze, was entertained to dinner by Mr. T. H. Whitehead on August 1st, the other guests invited to meet him being Sir John Jordan, Sir James Cantlie, Sir Paul Chater, Mr. Bruce, Mr. A. G. Angier and Mr. R. Gwyn. Owing to the Reform Club being closed for annual cleaning, the dinner took place at the National Liberal Club.

A young Chinese was fined \$1,000 with the alternative of four months' imprisonment, by Mr. Hamilton, yesterday afternoon, for having in his possession a large quantity of dutiable cigarettes and 90 lbs. of dutiable tobacco. The contraband was discovered in a cockpit at No. 216, Shanghai Street, by Revenue Officer Cassin. The defendant's excuse was that the cigarettes belonged to his master who had gone to the country some days previously.

During last week the cases of communicable diseases notified were 4 of plague, 1 small-pox, 1 diphtheria, 1 enteric fever, 1 paratyphoid and 1 puerperal fever. All the cases were Chinese and all but the case of diphtheria were reported from Kowloon. One dog was reported for rabies and 14 deaths (Chinese) from influenza were reported though influenza is not a "notifiable disease." The Medical Officer's return for the 4th inst. contained one case of plague and 2 (1 British and 1 Chinese) of enteric fever.

WATERWORKS EXTENSIONS.

IMPORTANT WORKS TO BE BEGUN THIS YEAR.

IN view of the urgent need for extensions of the Colony's waterworks at the present time, the public will be interested to learn that considerable progress has been made with the important schemes outlined in these columns some weeks ago. These consisted, it will be remembered, of a vast project for impounding the waters of the Shing Mun Valley and Tsimshoan Mountain and bringing the water by pipe line across the harbour to Hongkong. At the same time, it was explained that extensions of the existing water catchment system would be necessary to meet requirements before the big scheme—a work of years—would be ready.

The present position is that surveys for the Shing Mun Valley scheme will be begun this autumn and a start is to be made immediately with the smaller schemes designed to meet the needs of the next few years. A contract is at Stanley Mount which will add 400 acres to the gathering grounds for Tsimshoan Reservoir. The work cannot be finished before the next wet season is due, for it is estimated to require a year, but portions of the area will begin to drain into Tsimshoan as the work proceeds.

The other contracts for catchments in Hongkong and for an addition to the catchwater of Kowloon Reservoir and the construction, there, of a small additional reservoir, will probably be put in hand at the end of this year.

THE PRESENT WATER SITUATION.

As to the water levels in the reservoirs at the moment, Kowloon is, as the old song puts it, "a little bit off the top,"—some six inches, only, to be exact; the reservoir only contains 347,000,000 gallons, which is only 27,000,000 gallons less than "capacity." Pokfulam's little reservoir is still overflowing and the Colony's picturesque waterfall in Harlech Road, the Peak is running in such volume that it is quite a spectacle. The Tsimshoan series of reservoirs are not yet full; they are still, as a whole, one-third from capacity.

It is possible that the restrictions in Kowloon may be relaxed shortly but the probabilities are that the recent extension of supplies on the island will be the last unless further rains fill Tsimshoan.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

SERIOUS RIOTING IN INDIA.

RELIGIOUS FACTIONS IN
CONFLICT.

CALCUTTA, September 4th.

The difficulties of the authorities are greatly complicated by the recent conflicts of religious factions, which originated in incidents like the Mohammedans slaughtering the Hindus' sacred bull. The quarrel came to a head at Telinipara, during the Muslim festival.

At Muharram, rival processions collided with a meeting of Hindus outside a temple. The combatants, armed with brickbats and Indian lathes, fought furiously.

The Hindus subsequently looted the Telinipara Bazaar, driving out the shikari in habitants and ransacking 150 houses. Armed police restored order, one of the rioters being killed and 15 injured. Twelve police were slightly wounded.

Several demonstrators were killed and others injured, while much damage, looting and arson occurred during similar rioting at Multan in the Punjab.

THE RIFLED FAR EASTERN
MAIL BAGS.LETTERS STOLEN OFF THE IRISH
COAST.

LONDON, September 4th.

It has now been ascertained that the letters lost from the mailbags en route from Canada and the Far East, were taken from the hold of the *Regina*, off the Irish coast. Developments are expected.

OBITUARY.

MR. GEORGE R. SIMS.

LONDON, September 4th.

The death is reported of Mr. George R. Sims, the noted journalist and dramatic author.

[George Robert Sims was born September 2nd, 1847. Educated at Harwell College and Bonn; journalist and playwright since 1874; writer of *Mustard and Cress* columns in the *Referee* under the pen-name of Dugonet, from the birth of the paper in 1877; Knight of the Royal Norwegian Order of St. Olaf, 1st class, 1905. He was a prolific writer of humorous short stories. Among his numerous publications are: *How the Poor Live*; *The Dagonet Ballads*; *Rogues and Vagabonds*; *Three Brass Bulls*; *Ten Commandments*; *In London's Heart*; *The Death Gamble*; *The Life We Live*, etc. Author or part-author of many noted plays, possibly the best known being: *Lights of London*; *In the Ranks*; *Harbour Lights*; *Master and Man*; *Mother-in-Law*; *Number for Sloum*; *Grey Mare*; *The English Rose*; *Two Little Vagabonds*; *Hop o' my Thumb*; *Sleeping Beauty* and *Russ in Boots*.]

EARLIER CABLES.

GENERAL SIR PERTAB SINGH.

SIMLA, September 4th.

The death is announced of General Sir Pertab Singh, G.C.B., G.C.V.O., G.C.S.I. [The deceased, who was born in 1843, was a Grand Officer of the Legion of Honour and Hon. A.D.C. to His Majesty King George. He was also Hon. Commandant of the Imperial Cadet Corps. He received his administrative training under H.H. Maharaja Ram Singh, of Jaipur, and was invited to Jodhpur by his elder brother, Maharaja Sir Jaswant Singh and placed at the head of the Jodhpur administration. He introduced far-reaching reforms in every department of the State and suppressed crime and dacoities, which were then rife. By introducing railways and constructing large irrigation bunds substantial additions were made to revenue and the country was protected against famines to which it is chronically subject. He was one of the Kabul Mission of 1878, an extra A.D.C. to General Ellis in the Muhammad Expedition in 1897, and to General Sir William Lockhart in the Tirah campaign in 1898, being wounded and mentioned in despatches. In 1900 he went with the British Force to China in command of the Jodhpur Imperial Service troops and saw active service. He was made the Ruling Chief of Idar State in Gujarat in 1902. He was made a Lieut.-Col. and subsequently Lieut. General in the British Army, and saw service in the European War, being mentioned in despatches.]

LEAGUE OF NATIONS
ASSEMBLY.FORTY-FOUR NATIONS
REPRESENTED.

GENEVA, September 4th.

The third general assembly of the League of Nations opened this morning. [The assembly, which opened at Geneva to-day, Forty-four nations are represented.

THE LOSS OF THE "EGYPT."

MASTER'S CERTIFICATE SUSPENDED
FOR SIX MONTHS.

OWNERS FAIL TO EXACT GOOD DISCIPLINE.

LONDON, September 4th.

The Court of Enquiry into the loss of the P. & O. liner *Egypt* found that it was due to collision with the French steamer *Seine* and that the loss of life was mainly due to default on the part of the Master and Chief Officer to take proper methods for saving life and for the exercise of good discipline at the time of the collision; also to failure on the part of the owners, through their officials and servants, to take proper and effective measures to ensure compliance with their regulations to exact good discipline.

The Court suspended the certificate of the Master, for six months and severely censured the Chief Officer.

NEGLECT OF DUTY BY PORT
OFFICER AND SHIP'S OFFICER.

The Court found that there was failure in the discharge of duties as regards boat drills for the *Lancashire*. Before the ship went to sea, the main thing was to see that the utmost care was taken that every member of the crew knew his station duty. The Court expressed the opinion that the P. & O. Company's regulations were not given effect to, and the port officers of the ship were responsible for this neglect of duty.

RECOMMENDATIONS REGARDING
PASSENGER SHIPS.

The Court recommended that the same protection as regards safety of life which is afforded in the case of emigrant ships by means of Board of Trade supervision and inspection should be extended to all foreign-going passenger ships; also that the supply of the numbered badge to each member of the boats' crews before sailing should be made compulsory on all foreign-going passenger ships.

COMPANY'S SYSTEM FAILS.

The Court recognised that allowances should be made for the Commander's and crew's difficulties consequent on the panic among the non-European crew. Nevertheless it came to the conclusion that had the boats been properly handled the great loss of life might have been prevented, but the system, also the officers and crew, failed. The P. & O. Company will do well to take lessons from the unhappy disaster and set a higher standard of care and efficiency. In future, the Company's shore officials should ascertain that the commander is carrying out his duties.

SCANT ATTENTION TO
PASSENGERS.

The Court did not think the non-European crew violently treated the passengers, who seemed to receive scant attention from those responsible for their safety. Many non-Europeans showed a desire to save their own lives, and had the Europeans displayed more alacrity in going to the boats the non-Europeans would have been more effectively controlled and assisted in life-saving.

The Court pointed out the importance of the Company's insistence on a knowledge of languages among officers who could not speak correct Hindustani but could make the orders understood to the non-Europeans.

"The Court was doubtful whether the speed was the cause of the loss of the ship. A proper look-out was kept aboard. Proper measures were not taken to ensure the closing of the watertight doors during the emergency, and the organisation was incomplete."

BOATS WERE NOT PROPERTY
HANDLED.

As regards the endeavours of the officers and crew to launch the boats, the Court says the evidence was confused and uncertain and, in some respects, conflicting. The Court recognised that every allowance should be made for the difficulties of the Commander, officers and crew, as the ship was listing heavily and it was difficult to get a foothold on the deck. Some of the non-European crew were seized with panic, the time was short and nobody knew when the ship would founder, but after giving full weight to mitigating circumstances, the Court was driven to the conclusion that the great loss of life might have been averted if the boats had been properly handled. The system failed and the Commander, officers and crew failed. It was noticeable that in no case did the allotted officer or his crew go to their appropriate boat.

LACK OF DISCIPLINE CAUSES
LOSS OF LIFE.

The Court was of opinion that there had been slackness and lack of discipline, which, when the hour of trial came, prevented proper use being made of the boats. If all the boats had been swung out in accordance with the Company's regulations, more lives would probably have been saved. As regards the non-European crew, the Court believes the evidence that they discharged their duties efficiently and obediently if properly led. They would probably have assisted in life-saving on this occasion if the Europeans had acted properly. The ship's equipment and boats were good, but prompt and proper measures were not taken by the officers, after the collision, to obtain discipline and the safety of the ship and passengers. More boats should have been got off. The failure to do so was due, besides the list of the ship, to lack of discipline, which was attributable to no definite order being given by the Captain and officers at the time of the collision. This largely contributed to the loss of life. None of the non-Europeans possessed weapons. A considerable number crowded the boats and became panic stricken, but there was no evidence that they used violence.

The loss of the *Egypt* was not due to default on the part of the commander or officers, but the loss of life was mainly due to the default of the Master and Chief Officer.

EUROPE, POLITICALLY AND
COMMERCIALY.BRITISH TRADE PERSISTENTLY
ON THE UPGRADE.

LONDON, September 4th.

"Politically Europe is a nightmare, but commercially it is approaching convalescence" is the opinion of Sir Edward Mackay Edgar, the well-known merchant-banker and industrialist, who predicts a steady revival of British trade.

Interviewed, he forecasted an exceptionally busy time for the Lancashire cotton industry, which even now is sending abroad as much cotton yarn as before the war. Europe is beginning to place orders once more, whilst outside Europe, especially in the Indian and Chinese markets, in which Lancashire is particularly interested, the outlook is decidedly brighter. He looked to Lancashire to lead the coming trade revival, which would extend to iron, steel, shipbuilding, coal, wool, and other industries.

British trade was now quietly, persistently, and definitely on the upgrade. There would be no boom or anything sensational, but a steady, even-advanced all down the industrial line, which neither the blunders of politicians, nor the chaos of exchanges would be able to prevent. Since the Armistice, without the country being aware of it, Lancashire had been the scene of a steady process of reconstruction and consolidation. The country's greatest industry would soon be as well equipped for external competition as for internal efficiency.

GRECO-TURKISH WAR.

TURKS DEMAND THE EVACUATION
OF ASIA MINOR.

LONDON, September 4th.

The British, French and Italian Governments are exchanging views with the object of securing an armistice in Asia Minor. It is announced that H.M.S. *Lulu Duke* has gone to Smyrna merely as a precautionary measure to protect British interests and nationals in case of need and probably to assist in the evacuation of refugees from the interior.

Constantinople, September 4th. British, French, Italian and American cruisers have been ordered to Smyrna at the request of the Consuls there. Everything is quiet at Constantinople. The Turkish inhabitants of Istanbul hung out flags, but there have been no demonstrations. The Cabinet met to discuss military events.

Paris, September 4th. According to the *Temps*, the Greek Government is contemplating the total evacuation of Asia Minor.

LONDON, September 4th. It is stated in London that the Turks are unlikely to consent to an armistice unless the Greeks evacuate Asia Minor.

TURKISH ADVANCE CONTINUES.

LONDON, September 4th. If reports that the Turks have captured Ushak are true, the Greeks have lost their last line of defence before Smyrna.

Athens, September 4th. Sweeping changes in the General Staff include the replacement of the Commander-in-Chief Hadjiannis by Tricoffis.

Smyrna, September 4th. The Turkish advance continues along the whole line. The Greeks are withdrawing without fighting. Towns and villages in the interior are burning in the line of retreat. Thousands of Christian refugees are converging towards Smyrna.

TRANSFER OF EGYPTIAN
AGITATOR.ZAGHLUL PASHA MOVED TO
GIBRALTAR.

LONDON, September 4th.

It is officially announced that in view of his recent unsatisfactory health, Zaghul Pasha has been transferred from the Seychelles to Gibraltar, where suitable accommodation has been provided and facilities given for his wife to rejoin him. Zaghul Pasha, who is reported to be in good health, expressed satisfaction with the arrangements.

U.S.A. MINING DISASTER.

RESCUING PARTY HEARS
ANSWERING SIGNALS.

JACKSON'S TOWN, September 4th.

There is rejoicing because the rescue party is convinced that it heard answering signals from the Argonaut Mine. [A message of the 3rd ult. stated: A rescue party for the relief of the men entombed in Argonaut Mine is operating from Kennedy Gold Mine towards the 4,200 foot level, where 49 are believed to be entombed. The tunnel in which the rescuers, who are now only a hundred feet away, are working, has been sealed up for two years, but the walls have not entirely caved in. Meantime volumes of gas have issued from the airshaft of the Argonaut Mine, which is the only remaining means of escape.]

U.S.A. COTTON CROP.

RECORD DESTRUCTION BY
BOLL-WEEVIL.

WASHINGTON, September 4th.

The Agricultural Department estimates that boll-weevil prevented the production last year of 627,000 bales of cotton of the value of \$610,000,000, which is the record for destruction.

DE VALERA DANGEROUSLY
ILL.

LONDON, September 4th.

The *Cork Examiner* reports that De Valera is dangerously ill with pneumonia.

AMERICAN RADIO SERVICE.

(Intercepted by the U.S.S. "Tracy,"
on September 3rd, 1922.)

BASEBALL SCORES:

NATIONAL LEAGUE.

Philadelphia, 2—6; Boston, 3—2; Brooklyn, 4—2; New York, 2—3; Cincinnati, 17; Chicago, 5; Pittsburgh, 9; St. Louis, 5.

AMERICAN LEAGUE.

New York, 11—0; Philadelphia, 6—0; Chicago, 0; Cleveland, 3; St. Louis, 5; Detroit, 4; Boston, 3—0; Washington, 0—0.

NEW MAJOR-GENERAL FOR THE
PHILIPPINES.

WASHINGTON. The application for retirement of Major-General Clarence Edwards will probably be approved as soon as a Major-General is ordered to the Philippines.

RAIL STRIKE A "REMARKABLY
ORDERLY DEMONSTRATION."

CHICAGO. The Committee of the Railroad Employees Department of the American Federation of Labour have stated that they will act in every way to endorse the Court's injunction. The Committee said that officials of the Shop Craft Unions have done everything possible to maintain a peaceful suspension of work and it must be admitted that the strike has been a remarkably orderly demonstration of the law-abiding character of workers, considering the difficulties in preserving perfect order in any group of 400,000 engaged in struggling for a decent livelihood. The Court's order might be read so as to be a flagrant violation of constitutional rights unless carefully interpreted.

PRESIDENT'S VIEWS ON WORLD
REHABILITATION.

WASHINGTON. President Harding is represented as believing that the world's rehabilitation depends upon the settlement of the international debt question, including reparations. "White House" spokesmen declared that if European statesmen reach the point where United States advice is needed the United States will give it. The President is in favour of resumption of trade with Russia, but the Soviet Government is not prepared to give the necessary assurances, which business men demand before they will resume trade with Russia.

(Intercepted by the U.S.S. "Tracy,"
on September 4th, 1922.)

HEAT WAVE IN CHICAGO.

CHICAGO. One person has died and twenty have been overcome by a heat wave. The temperature is at 87.

HORNBY'S 33rd HOME RUN.

St. Louis. Hornby made his thirty-third home run against Brown of Pittsburgh, thus tying with Tillie Walker.

TENNIS.

FOREST HILLS. It was announced that Pat Wood will replace Anderson, against Tilden on Monday.

PAYMASTER AMBUSHED AND
SHOT.

BIRMINGHAM, U.S. Paymaster Thompson of the E. R. Grayson Lumber Company has been ambushed, shot and robbed of \$10,000. His condition is critical.

MISSIONARIES FOR CHINA AND
JAPAN.

SEATTLE. Twenty-five young missionaries for the Mission Board of Southern Baptist Conventions have been appointed and sailed for China and Japan.

ALONZO BEATS SHIMIZU.

FOREST HILLS. Manuel Alonzo (Spain) defeated Shimizu (Japan) in an exhibition game, 7/5, 6/2.

THE ATLANTIC SHIPPING
CONFERENCE.

NEW YORK. The Atlantic Steamship Freight Conference has decided to adopt Companies' plan and to forfeit \$25,000 to ensure maintenance of conference rates. It was announced that eleven lines (American, British and Japanese) will sign this agreement. Spokesmen said the Pacific lines would adopt the plan. The Shipping Board suggested a plan to preserve rates after the recent disruptions and disorganizing of Far Eastern freight shipments, when the Atlantic conference declared for open rates.

ELECTION EXPENSES BILL PASSED.

WASHINGTON. Pomereau Hill's Bill, regulating campaign expenses of candidates for election to the Senate or House has been passed and now goes to the House. The Bill takes the place of the law that was held to be unconstitutional in the Newberry case.

ECONOMIC CRISIS IN THE
PHILIPPINES.

WASHINGTON. Governor-General Wood's report of 1921 together with the report of native officials for the Philippines has been sent to Congress by the President's Secretary for Finance. The report is thought to be the beginning of an economic crisis.

(Continued on foot of next column.)

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

SHANTUNG AFFAIRS.

CHINESE REQUESTS TO
COMMISSION.

PEKING, September 4th. At a meeting of the Sino-Japanese Commission to-day, the Japanese proposed that the Sub-Committee on Public Properties should meet at Tsingtao. The Chinese agreed, if this takes place after the adjournment of the Commission. The Chinese asked for a settlement of the Chinese claims for restitution and reparations by the Commission, in accordance with the Washington decisions. The Japanese said their Government must be consulted as to whether the question should be taken up at a separate conference. The Japanese insisted on payment for loss of prospective profits. The matter was referred to the Sub-Committee.

THE RESTORATION OF
WEIHAIWEI.

PEKING, September 4th. Liang Yu Hao, Director of Weihaiwei Restoration, left for Weihaiwei yesterday, accompanied by five assistants, including Mr. Thomas King and Wu Pei Huan, former Consul at Panama, with the object of negotiating the restoration.

BOLSHIEVİK YOKE IN MONGOLIA.

WU PEI FU MAY UNDERTAKE TASK
OF REMOVAL.

PEKING, September 4th. A report that Tsao Kun has telegraphed to Peking urging action toward freeing Outer Mongolia from the Bolshievik yoke is giving rise to a rumour that Wu Pei Fu may undertake the task of driving out the Bolshieviks.

CHINA'S FINANCE PORTFOLIO.

TOO BIG A JOB FOR KAO LING WEI.

PEKING, September 4th. Wang Yu Chih, whom the President sent to Tientsin interviewed Kao Ling Wei and returned yesterday. He reported that Kao declines to take up the Finance portfolio, on the ground that he does not possess the ability necessary to cope with the present financial situation.

CHANG TSO LIN SENDS DELEGATION
TO VLADIVOSTOK.

OBJECT UNKNOWN.

VLADIVOSTOK, September 3rd. A delegation from General Chang Tso Lin has arrived in Vladivostok. The object of the visit is unknown.

JAPANESE EVACUATED TROOPS
LEAVE VLADIVOSTOK.

VLADIVOSTOK, September 3rd. The first Japanese transport with evacuated troops has left Vladivostok. The White partisans occupy the railroad.

INTERPORT LAWN BOWLS.

SHANGHAI DEFEATS HONGKONG.

SHANGHAI, September 5th. The Shanghai Recreation Club beat the Hongkong Interport Lawn-Bowlers by 24 to 7.

PUBLIC APOLOGY TO JUDGE
LOBINGIER.MR. FLEMING MAKES FULL RETRACTION
OF "CHARGES."

SHANGHAI, September 5th. In the United States Court, yesterday afternoon, Mr. W. S. Fleming made a full retraction and apology for the charges he laid against Judge Lobingier, for which he was sentenced to six months' imprisonment for contempt of court, in July, last year. Judge Lobingier said that personally he bore no malice, but further action must await the decision of the San Francisco Court of Appeal, to which Mr. Fleming had taken the case.

SINGAPORE AUCTIONEER'S
SUICIDE.

SINGAPORE, September 4th. Mr. J. H. K. Waring, a partner in the firm of Messrs. Waring & Roe, auctioneers, has committed suicide.

NEW YORK-RIO DE JANEIRO
FLIGHT.

ATTEMPT RESUMED.

PENSACOLA (Fla.), Sept. 4th. The New York-Rio de Janeiro flight has been resumed. The aviators arrived at St. Petersburg (Fla.), whence they departed for Key West.

NEW U.S. SUPREME COURT
JUDGE.

WASHINGTON, September 4th. Judge Clarke, Associate Justice of the Supreme Court, has resigned. It is understood that Senator Sutherland replaces him on the Bench.

THE HERRIN MASSACRE.

MASON. Federal officials are closely watching suspected leaders of the Herring massacre. Two witnesses have refused to testify on the grounds that they might incriminate themselves.

CANTON NEWS.

ARRIVAL OF THE NEW
GOVERNMENT.

GOVERNOR'S STATEMENT OF POLICY.

Mr. Chan Chik Yu, the Civil Governor, arrived in Canton on the 4th inst. He landed at the Tin Tsao Pier on the East Bund where an official welcome was extended to him. General Chen Chiung Ming sent a special representative and all the prominent politicians were present. Governor Chan was attired in the ordinary gown of a Chinese gentleman and after acknowledging the reception, drove off in a motor-car with his son, Mr. Chan Wing Hsun, the Director of the Arsenal. His family had preceded him to Canton and were residing near the Tai Sha Tau Railway Station. General Chen Chiung Ming invited the Civil Governor to a banquet at the White Cloud Mountains to meet the military commanders. Arrangements were made for him to enter upon his duties at noon yesterday.

Yesterday, the Provincial Assembly forwarded the seals of office to the Civil Governor's Yamen where the inaugural ceremony took place. After the ceremony, Governor Chan proceeded to the Provincial Assembly where he made a speech announcing his plans. He stated that he would attempt to secure the separation of civil and military control and would take steps to disband the superfluous troops of the Province. The troops would be divided into the real army under the Commander-in-Chief and the military police or gendarmes under his own control. The Provincial Finances would be reorganised and become subject to the control of a body representing the Provincial Assembly and the Chamber of Commerce. The Kwangtung Provincial Bank would be reopened and he intended procuring a loan to redeem the paper currency. Superfluous bureaus would be abolished and those remaining would be staffed with a minimum number of officials. He was of opinion that more attention should be devoted to agriculture and he announced that an agricultural department would be opened.

GENERAL CHEN.

General Chen Chiung Ming has not yet assumed the position of Commander-in-Chief. It is expected that he will do so on the 10th. He has stated that he will co-operate with the Civil Governor in ensuring the separation of civil and military control. Orders have already been given to the troops to return to their previous stations outside Canton. Only the military police and a small number of troops will be kept in Canton to assist the police in case of necessity.

SUBORDINATES DISAPPOINTED.

It has been rumoured that several of Chen's subordinates are dissatisfied at not receiving promotion and appointments in reward for their services. General Chen has not assented to their overtures to establish various defences, hence the dissent. General Ip Kue, the Director of Operations during the recent crisis, has said that he would retire in the near future, as he could not bear the strain. General Hung Shui Lim has all along stated that when the dispute was settled he would return to the monastery of which he is a monk. As there is no fear of invasion, he considered that his services would not be required and he would leave Kwangtung entirely. Two other commanders, Generals Hung Louk and Yung Sik Leung, have also sent in their resignations; General Hung because he wishes to travel and study, and General Yung on the grounds of ill-health.

RETURNING CONFIDENCE.

The civil population is pleased with Mr. Chan Chik Yu's arrival. Flags were displayed in all the streets and maloes and firecrackers were fired. There is confidence in the situation, as the Kwangtung notes have again appreciated in value. The discount is now only 19 per cent, and it is expected that they will soon be on a par with subsidiary silver coins.

GERMAN WORKMEN BUSY.

FEW UNEMPLOYED.

Official labour statistics for the month of June show that unemployment in Germany is practically negligible. The number of persons receiving financial support as totally unemployed has fallen from 20,100 in the previous month to 19,900 in June. During the same period the number receiving support as dependents of unemployed persons declined from 35,900 to 25,500. These figures do not indicate absolutely the number of unemployed and no account is taken of part-time employment. Certain categories of unemployed are not entitled to State support, but they are hardly sufficient to affect the total seriously, while it would appear from the trade union returns that there is very little part-time employment due to shortage of work.

The highest figure of unemployment was reached in February, 1921, when the number of unemployed receiving support was given as 432,000. Since then it has steadily declined to its present figure, which is the lowest recorded.

Unemployment has declined concurrently with the fall of the mark, and may be regarded as an illustration of the effects produced in Germany by the low rate of exchange abroad. This has resulted in a disparity between the value of the mark in the country and abroad, and has so lessened the production costs of the German manufacturer that he has been able to undersell competitors in foreign markets. Thereby German factories have been kept busy and German labour has been fully employed.—Times.

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

Paris, July 31st.

There is every evidence that the waist line is going to be higher next season. One of the latest and most significant signs of this is the high belt. So many of the dresses one sees now have a deep belt which begins, it is true, way down below the normal waist-line, but finishes so high up that the lasting effect is of the waist back at its old position once more. This is certainly only the first step; the next will be to do away with the pretext of the deep belt and boldly restore the waist-line to its normal place. Another indication is to be seen on short coats and the long coats which a topsy-turvy Summer has compelled women to wear at a time of the year when they should be going about in organdies and crepes. This is the gradual disappearance of the giraffe and the substitution in its place of a belt. As this is always more or less wide, the space between the belt and the waist-line is lessened considerably and the impression of a lowered waist-line as well.

Dresses, especially those destined for evening wear, show a greater tendency to blouse than ever, both back and front, and this effect of fullness is rather enhanced by the wide slash which is twisted round the waist just below its normal line and extended almost a quarter of a yard downwards, ending in long ends on the side or at the back.

Panel still hold sway, but the general effect of evening gowns is to be less "merry" than they have been for some time. As to the line, it still remains long and clinging, and the aim of every Parisienne in consequence, is still to make or keep her figure as much like a strip of spaghetti as possible.

The length is decidedly nearer than the ankles. Some of the ultra-modern designers continue to favour the short-skirted gown, but those who follow along the line of least resistance are all making their gowns with long skirts, and the majority of them are adding long trains as well. They even threaten to bring back the long, trained skirt for wear in the street, but whether women will submit to this tyranny or not remains to be seen. It seems impossible to believe that the same women who have revelled so wholeheartedly and for so long in the grace and freedom of short skirts could tolerate a return to the clinging hobbles of long ones; but women are strange beings and submit to strange conditions in life, so it is quite possible they will follow sheep-like in the path their designers mark out for them, and let down their skirts to trail in this Winter's mud as willingly as they took them up years ago. They have already obeyed admirably to the extent of adding on hindering trains to their evening gowns, and nearly all brides of the moment walk to and from the altar with several yards of white satin trailing after them.

Another abomination which designers are doing their best to bring back into favour is the eroline. To do this they are making use of tulle and lace evening gowns, making them extremely full and adding underneath a circular wire frame, which wobbles with every movement of the wearer. So far, they have not dared place this frame lower than the hips, so that the impression still remains of a period frock of the time of Louis XIII. or thereabouts, but the intention is clear, nevertheless, for all the machivellian cunning of the Rag Kings. There were even one or two lace frocks mounted on a frame in this way, worn at Longchamp during the recent racing carnival, but most people thought or hoped that they were merely examples of toilettes which come under the heading of eccentricities, which appear for a single day and are then forgotten and which no one takes seriously. It is the appearance of so many similar models at smart weddings, balls and social functions with which the Paris season closed that has caused them to be regarded as serious features of fashion and items to be reckoned with when choosing or planning one's own gown. It was too much to expect that designers would remain content with the graceful line that has held sway, despite their efforts, for so long. Its simplicity was too exasperating and gave them too little scope for the play of their imagination. Now, that they have at last succeeded in breaking the spell and compelling women to clad themselves in garments having other lines, there is no knowing to what extent they will run riot and what eccentric, unlovely lines they will impose on their followers. "Be prepared for the worst," is a warning they might well issue to their fair clientele. Whatever the future holds in store for us in this respect, the present is still so full of beautiful and charming things that such pessimism must be condemned as ungracious. Long, graceful lines are still more in evidence than any others, and flowing draperies than stiff unnatural curves and pleats. Soft materials such as the hundred and one different types of silk crepe, satin, tulle and lace are utilised to fashion these graceful creations. There is very little changed about them except that one with sleeves would seem to be as incongruous as a sports skirt with a train. The sleeveless evening gown began by being optional; it has now reached the point where it is absolutely a necessity. As a matter of fact, this habit has spread to such an extent that even gowns for wear on "dressy" occasions are sleeveless also, and they are made of such rich and flimsy materials that there is practically nothing to distinguish them from gowns for wear only in the evening and they could be made to serve equally well on both occasions. The décolleté more favoured than any other just now is that which is formed by taking the two perfectly straight tops of a corset and attaching them on the shoulder with

(Continued at foot of next column.)



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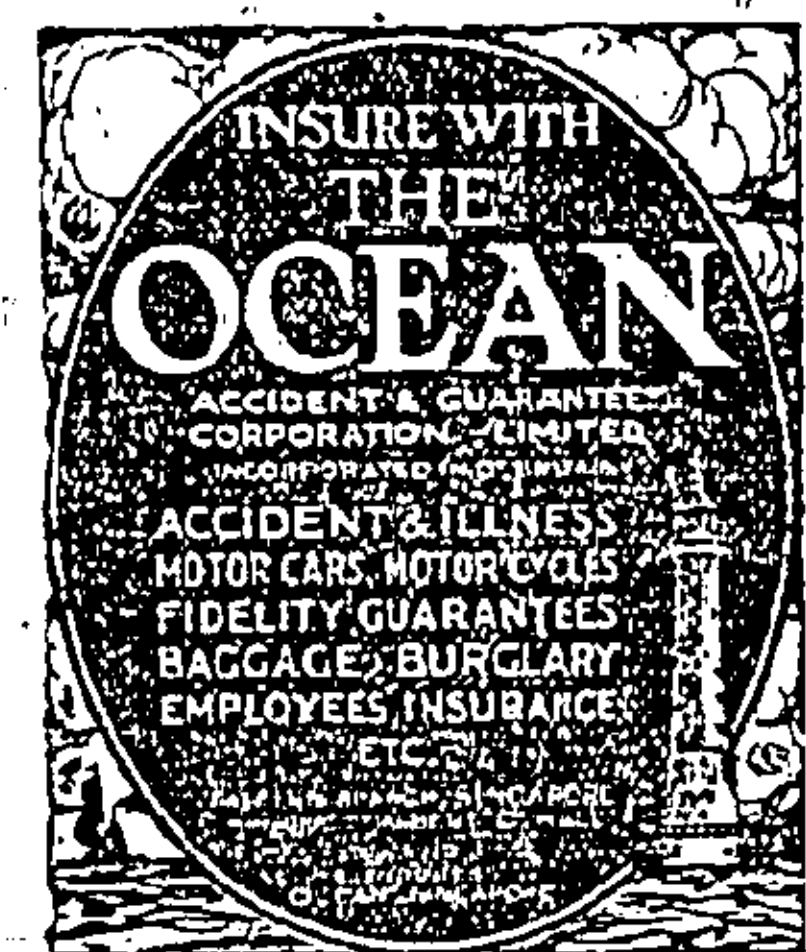
They know the marvellous worth of this great British Tonic for Health and Strength; the prescription of a well-known medical man, they use it in their practice, and study its effect daily in thousands of cases. Convalescents, nerve-shattered patients, and those suffering from Coughs and Colds all derive benefit from it as thousands of testimonials prove.

An English doctor writes: "In cases of mental and physical exhaustion I know of nothing better than Hall's Wine. I take it myself when run-down."

Hall's Wine

THE SUPREME RESTORATIVE

Hall's Wine is obtainable from all first-class Chemists and Wine Merchants and Wing On Co. Ltd., and Sincere Co. Ltd.
Sole Proprietors: STEPHEN SMITH & CO. LTD.
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SHANGHAI OFFICE—

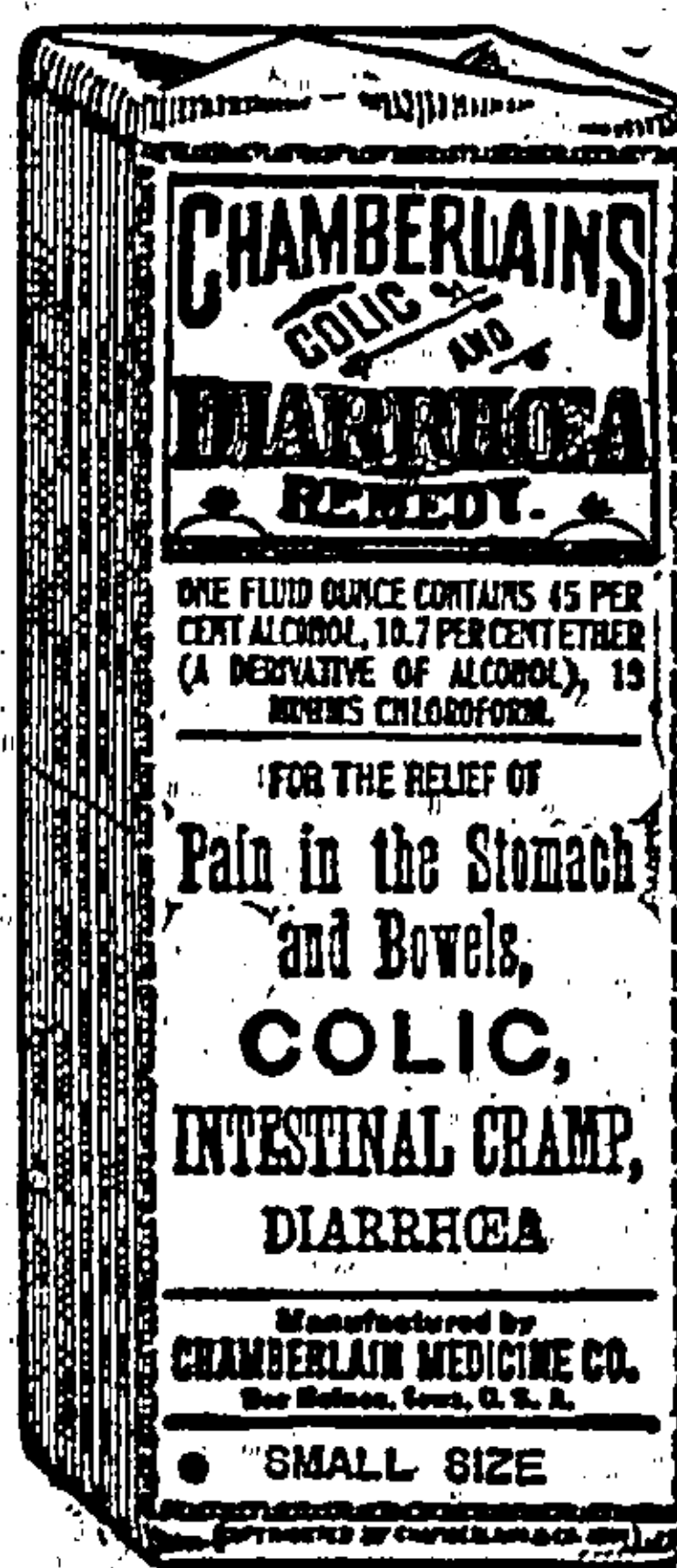
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AGENTS for Hongkong

and South China.

DODWELL & CO., LTD.

TELEPH. 1030 2, QUEEN'S BLDG.



a stitch or a strap, leaving the shoulder-tip quite exposed; this brings the line rather high up in front, as a rule to the base of the neck, but as it permits of all the shoulder line being exposed, and this very often is the prettiest line a woman has, she does not lose thereby.

The simple line and the simple style of the straight, draped gown permits the use of rich fabrics which would be hardly possible on gowns of a more elaborate cut and design. One of these is silver lamé. Nothing more dazzling and becoming can be imagined than a plain gown in this material, with ropes of pearls as a finish or a cluster of soft-tinted flowers at the waist to add a discreet note of colour. For this reason, women who are conscious of their personality in dress will cling to straight, simple lines as long as they can—but it is more than likely that designers will win in the end and that a reign of eroline and trailing skirt terror awaits the woman who follows the fashion at any price.

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Hongkong's Most Modern and Coolest Picture Palace.

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The Greatest Cowboy actor in The World.
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[3]

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A "PHILIPS" LAMP
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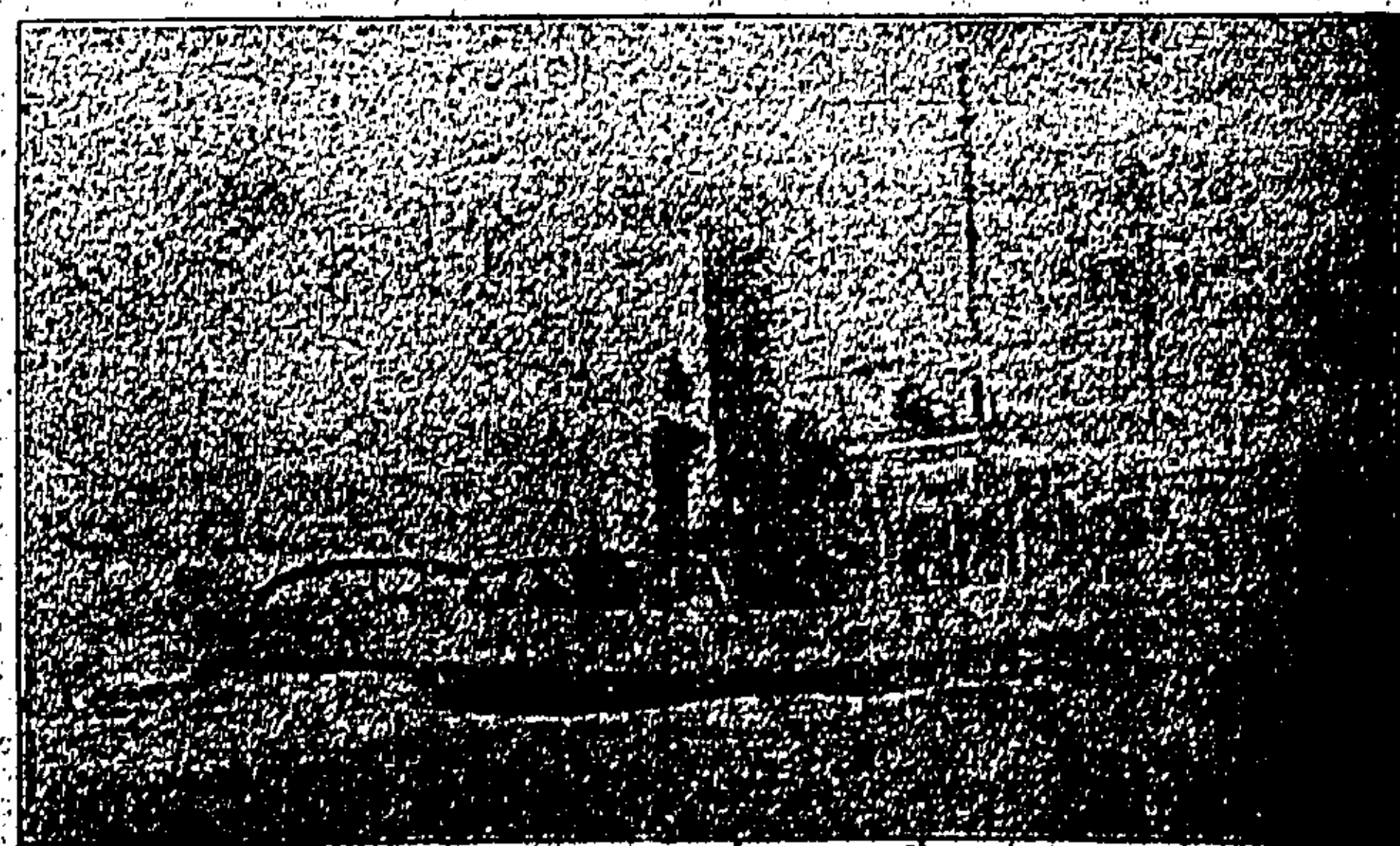
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W. S. BAILEY & CO., LTD.

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Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers. Vessels built and shipped for re-erection abroad.



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A delicious custard made with good, sweet milk and the delicately flavoured

Brown & Polson's Custard Powder

is agreeable and nourishing. It adequately replaces cream as an accompaniment to stewed or tinned fruits.

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WITH STOPOVER PRIVILEGES, BERTH AND
ACCOMMODATION ON ANY ATLANTIC OCEAN STEAMER

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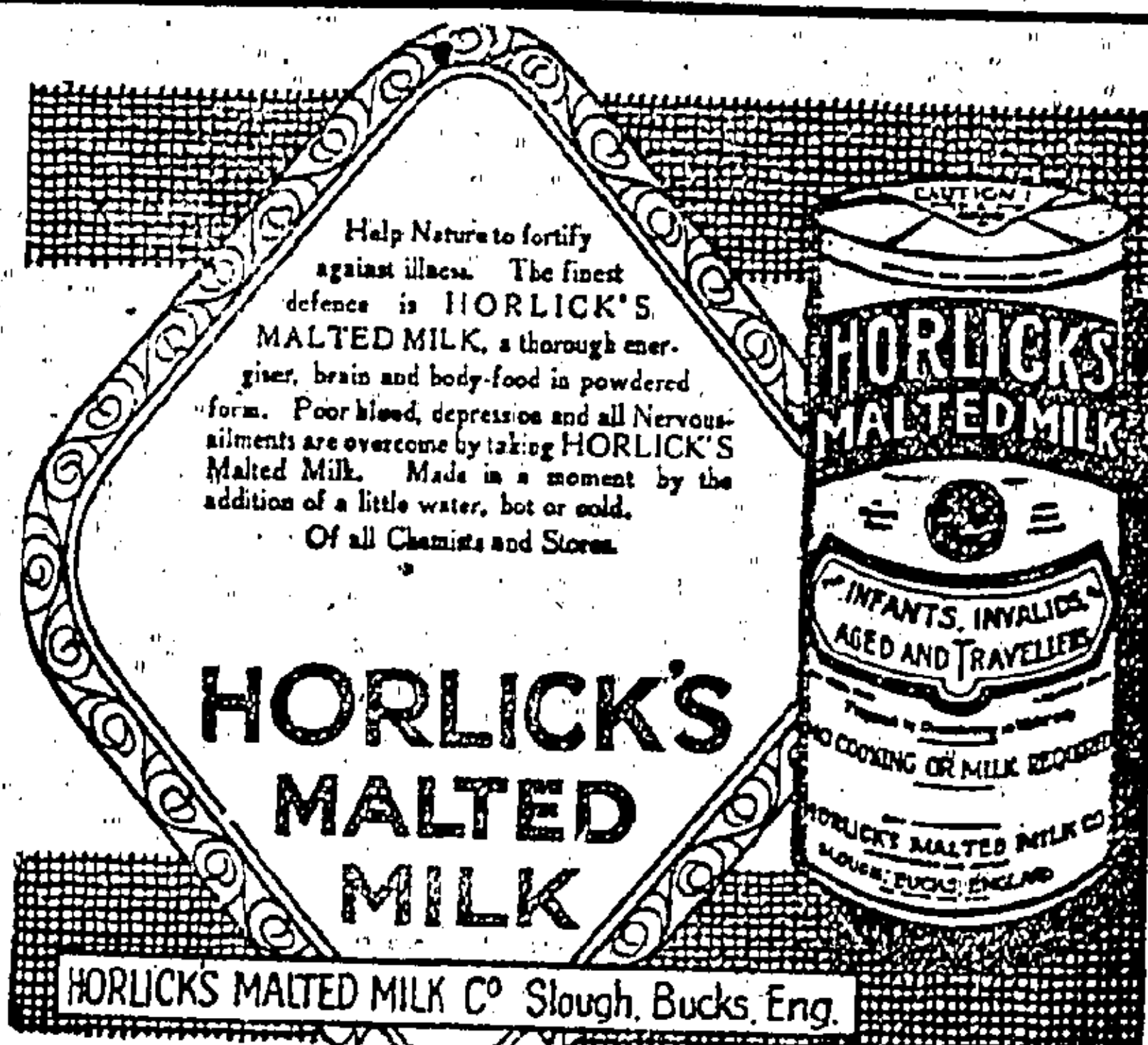
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5 Reasons why PARIS GARTERS

1. Being tailored to fit the leg, they are secure and wholly comfortable at all times.
2. Their rubber cushion clasp, an exclusive feature of Paris Garters, hold the hose between rubber and rubber—securely and with no chance to tear even the slightest silk hose.
3. Their trimmings are rust-proof—cannot be corroded by perspiration.
4. Only the best quality of live elastic—uniformly excellent and rigidly tested for long service—enters into them.
5. Paris Garters are made in every detail to merit and retain their reputation for superiority in value, comfort and service.

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Accept No Substitute
Insist On Getting the Genuine
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Makers—Chicago, U. S. A.
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OUR LONDON LETTER.

VICTORY OF PROTECTIONISTS IN PARLIAMENT.

DUTY IMPOSED ON IMPORTED COTTON FABRICS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, August 4th.

WESTMINSTER HALL.

It is hoped that by the end of the present year the restoration of the roof of Westminster Hall will be completed. Begun nine years ago, the work has been in progress ever since except for a period during the war. Preparations are being made for the removal of the scaffolding, and in a short time the public will again have the opportunity of admiring the magnificent oak roof and massive beams which have made Westminster Hall famous as a perfect specimen of mediæval architecture. The building, standing alongside the Houses of Parliament, is associated with the history of the State as intimately as is Westminster Abbey near by with the religious life of the nation. It was built in 1097 by William Rufus as a banqueting hall. Richard the Second raised the walls, altered the windows, and added a new roof in 1397; and it is this roof which has been undergoing repair after the lapse of over 500 years. For centuries Westminster Hall was used as Courts of Justice; and every schoolboy knows that it was there that (to name only two historic trials) Charles the First was tried and condemned, and Warren Hastings was put upon his trial, which lasted for over seven years.

RAVAGES OF A BEETLE.

A few days ago I had the privilege of accompanying a party of a dozen Members of Parliament on a tour of inspection of the roof, under the expert guidance of Sir John Gilmour, who represents the Office of Works in the House of Commons, and Sir Frank Baines, the eminent architect, who is responsible for the restoration. The work was rendered necessary owing to the ravages of a peculiar beetle. This minute insect lays its eggs in the recesses of the oak joists and beams, out of the draught and light, and breeds grubs that bore their way into the wood so that in the course of years even the stoutest timbers are honeycombed. On the surface all that is to be seen is here and there a tiny hole where the grub entered; but, inside, the wood is reduced to a fine powder. The damage has been made good by the introduction of steel girders and joists ingeniously covered by the external oak, and the work has been so cunningly done that the method of restoration is only detected when one is on the topmost scaffolding. Sir Frank Baines stated that the original oak trees of which the roof was constructed were obtained from Sussex, which was a vast forest in Saxon times, and they were probably planted in the Eight Century. This gives a curiously interesting reminder of the continuity of our national life. Certainly nobody will begrudge the expenditure of £100,000 which Parliament voted for the preservation of so great an architectural treasure as Westminster Hall.

THE HOLIDAY SEASON.

Holiday-makers returning from the Continent complain of the high charges they have had to pay for almost everything. Many have been tempted to go abroad this year because of the alluring stories that were circulated last Summer of inexpensive jaunts coupled with good living for a few shillings a day as a result of the depreciated foreign currency. But these beautiful conditions no longer exist. All over the Continent prices are steadily rising, and unless you can speak the language of the country like a native, or know where to get bargains, the low exchange countries are no cheaper for a holiday than Great Britain; indeed, they may be considerably dearer. "A" letter which I have received this week from a friend in Switzerland states that money goes like water in that happy land; and the splendours of rose-tinted mountain peaks in the early morning, or the romantic beauty of the Lake of Lucerne in the moonlight, are somewhat discounted by the rapacity of the people. Other countries are at the same game of making the tourist pay. The Daily Mail is warning holiday-folk against Germany, where, it is said, foreign visitors are charged from twice to five times German prices. Besides, there is the important fact which is often overlooked that the favourable exchange rates, officially quoted as the basis of large financial dealings, are not easy to obtain in small foreign towns and hotels.

THE FRENCH WAY.

The view that the stranger and sojourner in the land is fair sport for exploitation is a short-sighted policy, and is bound to defeat itself in the end. Nobody willingly submits to be fleeced. The French Government, realising the position, have adopted the sensible plan of publishing an official dossier of hotel prices in France for the year. By this means the wandering tourist will no longer find it necessary to adventure himself upon any hotel that seems to please, and trust to luck for merciful prices. There is no State control in this scheme. The dossier is simply a statement of fact. The hotel proprietor can name what prices he likes and cater for what purse he desires; but he must declare his hand and play up to the declaration. Judging by the cordial reception which the new departure has met with in the press it is evident that something of the kind was needed. But France is not the only country where the traveller needs protection. There are others.

THE DUKE'S GUESTS.

The Duke of York is having his camp for 400 guests again this Summer, at New Romney. The idea which inspires the promotion of the camp is worthy of all praise, being designed to break down the barriers of class prejudice. The guests are drawn from widely-different classes of Society. A hundred headmasters of the great public schools are each asked to nominate two boys in their teens, and in this way 200 are obtained from Eton, Harrow, Rugby, Charterhouse and other seats of learning in the country. The other 200 are drawn from the factory, the mine and the workshop, being nominated by employers who are members of the Industrial Welfare Society, of which the Duke is president. In camp all mix on terms of the most absolute equality for a week; and the experience tends to promote good comradeship and mutual understanding between youths at the impressionable age whose training and circumstances have been so dissimilar. During the camp the Duke pays a visit, which is not the least of the pleasant items on the programme.

WIRELESS TELEGRAPHY AND WEATHER REPORTS.

A new development has been discovered for wireless telegraphy. Weather reports are being issued by the Meteorological Office of the Air Ministry based on information collected from over a wide area, which is received by wireless from America, from Iceland, from ships at sea, and from all European wireless stations. The United States Weather Bureau now sends to France by wireless telegraphy coded weather reports obtained from 30 meteorological stations in America, which form a network over the country, and, in addition, reports are received from Bermuda, and several stations in Canada. This information is broadcasted daily by wireless in Europe from the Eiffel Tower. These American reports when combined with European observations and those received from ships at sea enable the Meteorological Office to send out a representation of the weather situation as it exists over the major portion of the Northern Hemisphere extending from the Pacific seaboard of America in the West to Russia and Egypt in the East. The scheme for getting the American reports is, I believe, a development of a special arrangement which was made three years ago for trans-Atlantic flight purposes, and its establishment as a regular daily feature of news intelligence is now assured.

THE TARIFF STRUGGLE.

The fabric gloves decision in the House of Commons, under which a duty of 33½ per cent. is to be placed on such articles if imported, really caused no surprise, although a strong fight was put up against the proposal by the Free Traders. Mr. Stanley Baldwin, the President of the Board of Trade, was persistent in demanding that the duty should be put on against Germany, the seat of the fabric glove industry, and he had some supporters in the Cabinet. Other Ministers were opposed to it, but gave way to prevent worse happening. For Mr. Baldwin would have resigned, and that was too awkward a development for anybody's liking. The Government being definitely committed to pass the proposal put on the Whips, and the rest was a foregone conclusion. The Order stamped with the authority of the House of Commons was made with a substantial majority for the Protectionists. There has been some talk as a result of this decision that this drive towards Protection will help to pull the Liberal Party together again; but I very much doubt it. There are no signs that the country will be divided into two opposing camps over tariffs, as we knew what it meant in the brave days of twenty years ago and the late Mr. Joseph Chamberlain.

SIR WILLIAM EDGE.

What is surprising when you stop to survey the political field is that such a definite measure of Protection pointed directly at the spinning trades of Lancashire should have been passed by a Government with Mr. Lloyd George at its head. It is known that he did not want the issue raised now, especially in the form it assumed, but his Conservative allies in and out of the Cabinet were too strong for him and his Free Trade colleagues. Therefore, they swallowed their fiscal principles, and saved the Coalition ship from foundering, as they have done before in other directions. Not so Sir William Edge, M.P., for Bolton, a Junior Lord of the Treasury, who is also a Coalition Liberal Whip. He resigned before the fabric gloves debate came on in the House, refusing to accede to the Prime Minister's earnest request to change his mind in regard to his resignation. Sir William has all the Lancashire man's belief in Free Trade, and, what is more, he has the reputation of holding the political fortunes of Lancashire and of the West Riding of Yorkshire in his hands. It was he who rallied those great and influential districts to the support of Mr. Lloyd George in 1918, and in the main he has kept them steadfast ever since. His resignation is a nasty jar for the Coalition, and is bound to have political consequences that cannot be foreseen at the moment.—H. B.

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or your glasses

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Hongkong.

(127)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

TSINGTAU via SWATOW	"YATSHING"	Wednesday, 6th Sept.	Noon.
SHANGHAI via SWATOW	"KWAISANG"	Wednesday, 6th Sept.	2 p.m.
SHANGHAI via SWATOW	"YUSANG"	Thursday, 7th Sept.	Noon.
MANILA via SWATOW	"HANGSANG"	Friday, 8th Sept.	Noon.
SANDAKAN via SWATOW	"YUENSANG"	Friday, 8th Sept.	3 p.m.
KUBE via SWATOW	"HINSANG"	Saturday, 9th Sept.	Noon.
HAIPHONG via HOIHOW	"KUSANG"	Sunday, 10th Sept.	D.L.
TIENTSIN via SWATOW	"MINGSANG"	Tuesday, 12th Sept.	D.L.
TSINGTAU via SWATOW	"CHONGSHING"	Tuesday, 12th Sept.	4 p.m.
SHANGHAI via SWATOW	"FOOSHING"	Wednesday, 13th Sept.	Noon.
STRAITS & CALCUTTA	"FOOKSANG"	Monday, 25th Sept.	3 p.m.
KOBE	"LAISANG"	Thursday, 6th Oct.	Noon.
KOBE	"NANSANG"	Tuesday, 10th Oct.	Noon.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued. Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Haiphong when convenient.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken to through Bills of Lading for Kadat Jesselton, Labuan, Tawau and Lahad Data.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chong.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about
Monday, 25th Sept., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

Telephone No. 315.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENAMORY"	...	10th September.
"GLENOGIE"	...	23rd September.
"GLENAPP"	...	6th October.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENADE"	24th Sept., GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	

Movements are subject to change without notice.
For freight or further particulars please apply to—

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FOR HAIPHONG via Hoihow & Pakhoi

s.s. "HOZUI MARU" ... on or about 14th Sept

FOR KEELUNG via Swatow & Amoy

s.s. "TAIKWA MARU" ... on or about 14th Sept

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THERAPION NO. 2
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This is a new method of treatment for all kinds of skin diseases, such as eczema, psoriasis, etc. It is a simple and effective method, and is suitable for all ages and conditions. It is a new method of treatment, and is a great improvement on the old methods. It is a new method of treatment, and is a great improvement on the old methods. It is a new method of treatment, and is a great improvement on the old methods.

ON SALE

BOUND VOLUMES of the HONGKONG
DAILY PRESS, July to December,
1921.

With Index, Price \$7.50.

On sale at the Hongkong Daily Press

SHIPPING NEWS

ARRIVALS.

September 4th.

Ab Pit Tai, Chinese str., 481 tons, Capt. Lam Ng Wai, from K. C. Wan, with a general cargo.—Lee Nam & Co.

Glenfalloch, British str., 1,434 tons, Capt. J. McKellar, from Singapore, with a general cargo.—Seng Soon Hong.

Tung Hing, Chinese str., 264 tons, Capt. Chan Chau, from Fort Bayard, with a general cargo.—Shun Cheong & Co.

September 5th.

Ajia, British str., 4,254 tons, Capt. E. B. Francis, from Manila, with a general cargo.—B. & S.

Gregory Apsar, British str., 4,562 tons, Capt. V. O. Bannett, from Moji, with a general cargo.—Mackinnon, MacKenzie & Co.

Greenith, British str., 4,254 tons, Capt. P. W. S. Pritchard, from Saigon, with a general cargo.—Moller & Co.

Huith Kan, Chinese str., 1,115 tons, Capt. J. Thorngoff, from Saigon, with a general cargo.—Wangler S. S. Co.

Kwongler, Chinese str., 1,476 tons, Capt. G. Lindsay Crawford, from Shanghai, with a general cargo.—C.M.S.N. Co.

Kwelin, British str., from Canton.

Luchow, British str., 1,321 tons, Capt. P. R. Purcell, from Shanghai, with a general cargo.—B. & S.

Persia, Italian str., 3,009 tons, Capt. G. Ragusin, from Trieste, with a general cargo.—Dodwell & Co.

Phenomena, British str., 1,065 tons, Capt. A. Newby, from Saigon, with a general cargo and rice.—Wo Fat Shing.

President Madison, American str., 5,341 tons, Capt. P. Quinn, from Manila, with a general cargo.—Admiral Line.

Sosho Maru, Japanese str., from Canton.

Thesus, British str., 4,254 tons, Capt. F. H. Towill, from Shanghai, with a general cargo.—B. & S.

CLEANANCES.

September 5th.

City of Sydney, for Shanghai.

Fooking, for Kobe.

Georgi, for Canton.

Hankow, for Swatow.

Hsin Wah, for Shanghai.

Kwanglee, for Canton.

Kwanglee, for Swatow.

Kwelin, for Shanghai.

Luchow, for Canton.

Phan Samut, for Bangkok.

Sui Yik, for Shanghai.

Thesus, for Singapore.

Taiwang, for Swatow.

SHIPPING MOVEMENTS.

The B.I. s.s. *Japan* left Calcutta, on September 4th, and is expected to arrive at Hongkong on or about September 20th.

SHIP SUBSIDY BILL.

UNITED STATES LEGISLATION CRITICISED.

New York advises that in his speech on the Ship Subsidy Bill, delivered in the House of Representatives, Congressman Edwin L. Davis, of Tennessee, said:

"Our Government owned merchant tonnage cost the people about \$3,000,000,000. It is estimated that we will probably sell the ships for \$200,000,000. Consequently the people will stand a loss by default of 2,800,000,000. Furthermore, it is contemplated that either existing shipping companies or companies to be organized, who buy the ships, will capitalise the ships largely in excess of their cost to them and sell the stock and bonds to the American people—so that the people will be standing the war inflation, the post-war condition and then the promotion of inflation."

"The people, through their Government, will sell the ships for approximately 200,000,000. I find 125,000,000 dollars to recondition those ships or build others, and then pay the owners approximately 750,000,000 dollars in subsidies and aids within the next ten years. In other words, we will be giving the ships away and paying the recipients over half a billion dollars to operate them for the next ten years, not to speak of the fact that they will probably be coming back at each succeeding Congress asking for more."

"As the American people revolted to such an extent as to prevent the passage of the Hanna Ship Subsidy Bill, which carried an estimated annual expenditure of only 3,222,222 dollars, and later the Calinger Bill, which carried an estimated annual expenditure of 5,109,355 dollars, which the report on the bill stated would be covered by ocean postage collected and the increased tonnage taxes provided in the bill, it is hardly conceivable that the American people will tolerate this proposed monstrous raid on the Treasury."

WHERE TO STAY WHEN VISITING HOME.

BASIL STREET HOTEL,

KNIGHTSBRIDGE, LONDON, S.W. 3.

Run by the owner, has the best situation, and is first class. One minute's walk from HARROD'S, Hyde Park, and Grosvenor Street, 100 Bedrooms with Hot and Cold water, ample Bathrooms, Reading Room and Lounges, Luggage stored for any period, also room for sorting and packing. "En Pension" terms from 25/6, Double rooms without food from 24/- Single from 11/6, B&Bs included. Excellent Cuisine. Knightsbridge Station is in the building from which any part of London is reached in a few minutes.

Telegrams: "SPOTLESS," LONDON.

VESSELS EXPECTED.

Antiochus (Blue Funnel), due Sept. 6th.

Bellerophon (Blue Funnel), due October 12th.

Bengal Maru (N.Y.K.), due Sept. 7th.

Empress of Canada, due Sept. 14th, 6 a.m.

Helenus (Blue Funnel), due Sept. 26th.

Hyson (Blue Funnel), due Sept. 10th.

Janus (B.I.), due Sept. 8th.

Kamakura Maru (N.Y.K.), due Sept. 9th.

Macedonia (P. & O.), due Sept. 8th, noon.

Nagano Maru (N.Y.K.), due Sept. 17th.

Orestes (Blue Funnel), due Sept. 19th.

Polphemus (Blue Funnel), due October 6th.

Soudan (P. & O.), due Sept. 7th, 5 p.m.

Tajima Maru (N.Y.K.), due Sept. 7th.

Takaka Maru (N.Y.K.), due Sept. 8th.

Takaka Maru (N.Y.K.), due Sept. 13th.

Tydrus (Blue Funnel), due Sept. 21st.

Tyndareus (Blue Funnel), due Sept. 21st.

Yamagata Maru (N.Y.K.), due Sept. 17th.

Yoshino Maru (N.Y.K.), due Sept. 14th.

WEATHER REPORT.

September 5th, at 10.55.—Pressure has increased considerably at Vladivostok and decreased markedly over N.E. Japan. It has increased slightly from Shanghai to N. Luzon.

A typhoon may be forming to the west of the Loochoos.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 5th Sept., 0.59 inch. Total since January 1st, 48.99 inches, 27.11 inch an average of 67.55 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast

Hongkong to Gap Road Light, variable winds, generally cloudy.

Formosa Channel The same as No. 1.

South coast of China between (The same as Hongkong and Lamook) No. 1.

South coast of China between (The same as Hongkong and Hainan) No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 5th.

Previous On Date On Date

Day at 3 p.m. 5 a.m. 2 p.m.

Barometer 29.70 29.72 29.73

Temperature 79 79 81

Humidity 90 97 93

Wind Direction N Calm SE

Force 1 0 1

Weather 1 0 0

Rain 0.17 0.00 0.47

Highest open-air Temperature on 4th 85

Lowest open-air Temperature on 5th 76

HONGKONG TIDE TABLE.

From Sept. 6th to 12th, 1922.

High Water. Low Water.

Days of Week Days of Month H'kong Standard Time Height H'kong Standard Time Height

Wed. 6 3 15 6 8 2 43 2 7

Thur. 7 3 50 6 7 3 34 2 5

Fri. 8 4 21 6 6 4 19 2 3

Sat. 9 5 11 6 5 5 43 2 3

Sun. 10 6 14 6 4 6 39 2 4

Mon. 11 7 25 6 3 7 34 2 6

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CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Canada	Due England
Empress Asia	Sept. 7	Sept. 25	Empress France Oct. 3 Oct. 10
Empress Canada	Sept. 23	Oct. 9	Empress Britain Oct. 17 Oct. 24
Empress Russia	Oct. 5	Oct. 23	Empress France Oct. 31 Nov. 6
Empress Australia	Oct. 25	Nov. 13	Minuciosa Nov. 22 Nov. 30
Empress Asia	Nov. 2	Nov. 20	Empress France Nov. 29 Dec. 5
Empress Canada	Nov. 18	Dec. 4	Empress Scotland Dec. 12 Dec. 19
Empress Russia	Nov. 30	Dec. 18	Empress France Dec. 26 Jan. 3

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments and Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
Hongkong Office. Telephone 732. Cable Address: GACANPAC.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$620.60

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NANKING" s.s. "CHINA" s.s. "NILE"
Oct. 20th. Sept. 16th. Sept. 30th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" s.s. "GORJISTAN"
To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

s.s. "ARMANESTAN" s.s. "ARMANESTAN"
To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

On or about Sept. 19th. Sept. 23th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT.

PRINCE'S BUILDING, 100 HONG KONG STREET.

TELEPHONE: PASSENGER DEPT., TEL: FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

CABLE ADD: "CHIMAIL"

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

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"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

HOMEWARDS.

CITY OF FLORENCE ... 6th Sept. ... London, Antwerp, Rotterdam & Hamburg.

PASSENGER SERVICE.

CITY OF PARIS ... mid. Dec. ... Marseilles & London.
 CITY OF YORK ... beg. Feb. ... Marseilles & London.
 CITY OF SIMLA ... mid. March ... Marseilles & London.
 CITY OF POONA ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to:-

REISS & CO., CANTON.

THE BANK LINE, LTD.

(Tel. 1780).

[31]

BOSTON AND NEW YORK

Joint service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

CITY OF LINCOLN ... via Suez Canal ... 15th Sept.
 CITY OF BRISTOL ... via Suez Canal ... 15th Sept.
 PELEUS ... via Suez Canal ... 5th October.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to:-

BUTTERFIELD & SWIRE, as THE BANK LINE, LTD., HONGKONG
 (JOHN SWIRE & SONS, LTD.)
 HONGKONG AND CANTON. REISS & CO., CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS. STEAMERS & DEPARTURES. SAILING DATES.
 SHANGHAI, KORE & YOKOHAMA ... "ANGERS" ... 15,000 ... On or about 15th Sept.
 "AZAY LE RIDEAU" ... 15,000 ... On or about 29th Sept.
 MARSEILLES, via HAI- PHONG, SAIGON, SINGAPORE, PEN- ANG, COLOMBO, DIBOUT, SUZ, & PORT SAID ... "CORDILLERE" ... 111,000 ... On or about 6th Sept.
 "AMAZONE" ... 11,000 ... On or about 19th Sept.
 "ANGORE" ... 15,000 ... On or about 3rd Oct.
 "ANGERS" ... 16,000 ... On or about 17th Oct.

COMMERCIAL LINE

ORAN, PORT-LEZ-TOURNAI, ... "LT. ST. LOUBERT BIE" ... About 26th Sept.
 ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION-TRANSIT- REPRESENTATION:

Telephone 740

A. JOHARD, Acting Agent, Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Food in restaurants, Saloons and Exquisite cuisine.

FOR:

SWATOW, AMOY & FOOCHOW

AND RETURN

5 (Occupying 8 or 10 Days)

HAIFONG ... Capt. W. S. Turnbull ... Friday, 8th Sept., at 1 p.m.
 HAICHING ... Capt. J. B. Thomson ... Tuesday, 12th Sept., at 1 p.m.
 HAICHONG ... Capt. W. C. Passmore ... Friday, 15th Sept., at 1 p.m.

Arrival and Departures from the Company's Wharf (near) [Blank] Pier.

For Freight and Passage apply to:-

DOUGLAS LAPRAIK & CO., General Manager.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:-

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE-TOKIO.

No. 14, PEDDER ST., HONGKONG.

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

SS.	Tonnage	From Hongkong (about)	Destination
"NOVARA"	6,850	13th Sept.	Marseilles, London & Antwerp.
"SUDAN"	6,696	22nd Sept.	Spore, Penang, Colombo & Bombay
"MACEDONIA"	10,512	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALVAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"MANTUA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,054	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	Bombay, Marseilles, London & Antwerp.
"KARNATA"	8,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KARAGAR"	8,000	27th Dec.	Bombay, Marseilles, London & Antwerp.
"PLASTY"	7,800	10th Jan., 1923	do.
"RAPIDIA"	6,590	14th Jan.	do.
"NELLORE"	6,553	7th Feb.	do.

BRITISH INDIA - APCAR SAILINGS

"GREGORY APCAR"	4,649	7th Sept., 3 p.m.	Calcutta via Singapore, Port Swettenham & Penang.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	8,000	5th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following:-
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SUDAN"	6,696	9th Sept., 4 p.m.	Shanghai.
"JANUS"	4,824	8th Sept.	Japan.
"MACEDONIA"	10,512	9th Sept., 10 a.m.	Shanghai.
"ARAFURA"	8,000	9th Sept.	Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
 All Cabins are fitted with Electric Fans free of charge.
 Parcels measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight Handbooks, etc., apply to:-

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—Monthly direct service via Singapore and Port Said.
 "LONDON MARU" (Taking Passengers to Europe) Wednesday, 20th Sept.
 BUENOS AIRES, RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE. Tuesday, 19th Sept.
 BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE. Friday, 8th Sept.
 SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service. Wednesday, 13th Sept.
 CALCUTTA via SINGAPORE & RANGOON. Saturday, 30th Sept.
 VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service. Saturday, 16th Sept.
 "ALABAMA MARU" ... Saturday, 16th Sept.
 NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports. "HAYAMA MARU" ... Tuesday, 12th Sept.
 NEW ORELKANS via SUEZ ... Thursday, 28th Sept.
 JAPAN PORTS—Kobe & Yokohama via Shanghai. "ALPS MARU" ... Friday, 6th Oct.
 KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers. "KALJO MARU" ... Every Sunday.
 "AMAKUSA MARU" ... Thursday, 7th Sept.
 TAKAO via SWATOW & AMOY. "SOSHU MARU" ... Thursday, 7th Sept.
 Tel. No. 4080. K. YABUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK	
SS. "SLAVIC PRINCE"	End of September.
For Freight and full particulars apply to:-	
Telephone 2165.	FURNES (FAR EAST) LIMITED,
Telegrams (Paraplane)	(Incorporated in Great Britain),
	81 George's Buildings.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SWATOW & BANGKOK	"KALING"	On 6th Sept., 2 p.m.
WEIHAIWEI, CHEEFOO & TIENTSIN	"KUEICHOW"	On 7th Sept., 4 p.m.
SHANGHAI & TSINGTAO	"LUCOW"	On 7th Sept., 6 p.m.
HAIHOW, PAKHOI & HAIPHONG	"KAIFONG"	On 8th Sept., 8 a.m.
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 8th Sept., 8 a.m.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 9th Sept., 4 p.m.
SHANGHAI	"YINGCHOW"	On 10th Sept., 4 p.m.
SHANGHAI & TSINGTAO	"KANOW"	On 12th Sept., 4 p.m.
SWATOW & BANGKOK	"CHANGCHOW"	On 13th Sept., 4 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 14th Sept., 2 a.m.
WEIHAIWEI, CHEEFOO & NEWCHANG	"FOOCHOW"	On 14th Sept., 4 p.m.
SHANGHAI & TSINGTAO	"SINKIANG"	On 16th Sept., 4 p.m.
SWATOW & SINGAPORE	"KWANGTUNG"	On 17th Sept., 4 p.m.
WEIHAIWEI, CHEEFOO & TIENTSIN	"HUICHOW"	On 18th Sept., 4 p.m.
SWATOW & AMOY	"KINGYUAN"	On 18th Sept., 4 p.m.
SWATOW & BANGKOK	"KALGAN"	On 19th Sept., 4 p.m.

BRANCH LINE—PASSENGER, MAILS AND CARGO
 Steamers Saloon accommodation, amiable, Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
 For Freight or Passage apply to:- BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), Agents.

TELEPHONE 28.
 CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAIYUAN"	23rd Sept.	27th Sept.
"CHANGSHA"	15th Oct.	29th Oct.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to:- BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.), Agents. Telephone No. 25.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$ \$620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU.
 SS. "PRESIDENT CLEVELAND" ... Leaves Hongkong ... Arrives San Francisco ...
 SS. "PRESIDENT GOLDEN STATE" ... (formerly "GOLDEN STATE") ...
 SS. "PRESIDENT WILSON" ... (formerly "EMPIRE STATE") ...
 SS. "PRESIDENT TAFT" ...
 "Sailings and Fares Subject to change without Notice."

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG and BANGKOK.

SS. "LAKE FIELDING" ... Sept. 2nd.

TAMPA-INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA & NEW YORK.
 SS. "ETHANALLEN" ... Oct. 10th.
 SS. "BANDOVER" ... Nov. 8th.
 SS. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, etc., apply to:-

PACIFIC MAIL S.S. CO.

Telephone 141. "Cable Address: "SOLANO." Union Building, Hongkong, Agents at CANTON: REISS & CO.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEYANT, BLACK SEA & DANUBE PORTS.
 FUMES having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

SS. "PERSIA" ... sailing on or about 6th September.
 SS. "TRIESTE" ... sailing on or about 5th October.

FOR BRINDISI, VENICE & TRIESTE

SS. "TRACIA" ... sailing on or about 6th September.
 SS. "PERSIA" ... sailing on or about 25th September.
 SS. "TRIESTE" ... sailing on or about 22nd October.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

ALICUTTA	CAN PORTS
SS. "UMLAZI"	sailing on or about 31st October.
For Freight and full particulars apply to:-	
Telephone 2165.	DODWELL & CO., LIMITED,
Telegrams (Paraplane)	Agents.

